



# **CROSSRAIL ACTION GROUP**



## **NEWSLETTER NO. 4**

**We hope you have all had a good summer!**

**CAG CHRISTMAS DISCO – 10<sup>th</sup> December**  
**St Agnes Hall, Jutsums Lane 7.30 pm to 11pm**  
**Sounds from the 60s, 70s & 80s**  
**Courtesy of the Blooze Bruvvers**  
**PLUS TV THEME MUSIC QUIZ**  
**Bring your own drinks and be merry!**  
Tickets £5 - Call Clive on 01708 742683.

CAG has continued to work quietly behind the scenes but we have also been enjoying time with our families this summer, hence the delay in sending out this newsletter.

On 7th May CAG members and local residents had a fundraising football match on Westlands Playing Fields. A fun day was had by all and of course CAG Won!! Let's hope that's a good omen!

CAG has had meetings with both Andrew Rosindell and the Romford Labour Party. Both have agreed continued support for the group. We have built up a good working relationship with Havering Council Planning Officers and we keep in regular contact on Crossrail related matters. As a result of our meetings with the Planning Officers we were invited to meet with Council Leader Michael White and Cllr. Eric Munday who are also supportive of our campaign against the depot. Cllr White followed this up by giving a heartfelt speech on the subject at a special meeting designed for the council as a whole to vote on whether to petition against proposals for Romford. The council has now submitted a petition.

In addition, we have had meetings with representatives from Crossrail at their HQ with Tom Brake M.P. Lib Dem transport spokesman, as well as a meeting with our Barking & Dagenham members and their Cllr. John Denyer.

Our petition has been handed in to the Bills Office at the House of Commons and we now have to wait for the Select Committee stage when we hope the petition will be heard and we will be called to give our evidence.

Finally, CAG has been formed for 16 months now and you will see that this is only our 4<sup>th</sup> newsletter. We have no wish to inundate folk with paperwork but do want to keep in touch. **We are in need of volunteers to deliver our newsletters in Crow Lane, Braithewaite Avenue, Ainsley Avenue, Astor Avenue, Derby Avenue, Cromer Road, Stockland Road, Cotleigh Road and Honiton Road.** Unfortunately, if we are unable to get volunteers for these roads we will no longer be able to deliver to them.

**We would like to extend our thanks once again to the volunteers who have remained our loyal helpers.**

### **THE CROSSRAIL BILL AND HOW IT WILL AFFECT US.**

**FACT:** The entire construction work in Romford is expected to take 5-6 years, in phases.

**FACT:** Construction Work from Whalebone Lane Bridge to Romford Stadium will take 4 years 8 months.

**FACT:** Romford Station construction work will take approximately 2 years 11 months.

**FACT:** Brooklands ward **already** has less open space than the borough average even before the Crossrail project starts.

**LORRY ROUTES AND MOVEMENTS** – At their peak periods, the maximum number of lorry movements **per day** serving the 3 worksites will be as follows :- Westlands will have **20 lorry trips**, Crow Lane will have **24** and Sandgate Close, **74**.

**The routes used will be :-** A12, A1112 Whalebone Lane and A118 London Road.

Also, North Street, Romford Ring Road, Oldchurch Road and Crow Lane.

Also, Crow Lane, Whalebone Lane and then via Wood Lane, Heathway and Ripple road (or Dagenham Road) to the A13.

**EXTRA CAR TRAFFIC** – **About 100 extra car journeys per shift change** will be generated from the new depot car park once the depot is operational. These will be during off-peak hours. A 250 space car park will be built.

**C.A.G Note: It is good to know that they are so concerned about traffic levels and the effect on the roads but what about the effect of this off-peak shift changeover on the residents. What time will the night shift start?**

**According to Metropolitan Green Belt policy**, and acknowledged by Crossrail, *“the construction of the rail underpass, including worksite compounds, is considered to be inappropriate development and is therefore contrary to national, strategic and local planning policies. Once constructed, the rail underpass and associated works, including embankments, retaining walls, gantries and OHLE would again be considered to be inappropriate development in the Green Belt because it will affect its openness”.*

**WESTLANDS PLAYING FIELDS** - Two thirds of Westlands will be used as a worksite for 4 years 8 months. 8 of the 13 sports pitches will be out of use for this period as well as the school's tennis courts. 3 pitches will be lost for good.

**C.A.G. Note: We found no sound assessments taken at residential properties adjacent to Westlands.**

**Construction around the Westlands area** will affect residents significantly to the north and south.

Jutsums Park, WHU Training Ground, Westlands Playing Fields and St Edwards School will be similarly affected.

**CONTAMINATION** - A significant amount of groundbreaking will be required. One site affected by such works has been identified as having medium potential risk of being significantly contaminated. This comprises of railway land at **Jutsums Lane** which has been subject to railway use since 1897. Contaminants present a potential risk to construction workers and site visitors as well as to groundwater and may include inorganic substances and organic substances.

**C.A.G. Note: This land is adjacent to Jutsums Park. Crossrail say no significant impact will occur when handling these contaminants.**

Regarding the removal of the Gas Holder and related works, with on-site remediation, the majority of contaminated material would remain on site with only a small proportion (approximately 10%) of the contaminated material on the main Romford Depot site being removed by road. There would be no need to remove material by rail.

**Archaeological Impacts** - The majority of the works south of the GEML lie in an area of archaeological priority. Works in this area would partially or completely remove any surviving archaeological remains.

**Ecology** - In certain areas, protected wildlife species will have to be 'relocated'. This cannot be done without risk.

Wildlife in the area that is not removed will undoubtedly be adversely affected by the construction work. Removal of vegetation will harm habitats and will cause an imbalance to the area's natural resources.

**Flora and Fauna** - Apart from the removal of railway embankment vegetation, which is of local ecological value, a line of Crackwillow trees, not generally uncommon but unique to this area, will be removed from Westlands. Also, a line of well established poplar trees will be removed from Jutsums Park. A small copse of silver birch trees has already been removed from the railway embankment adjacent to Sheringham Avenue last year.

**Landscape and Townscape** - Crossrail state that residential areas to the north and south of the railway line are of moderate to low townscape quality, whereas industrial areas to the south along Crow Lane are of low quality. It would seem that Crossrail views Romford as unattractive so their depot won't seem out of place.

**Footpath 123** - will be closed temporarily between Jutsums Lane and Beechfield Gardens and will be permanently diverted down Beechfield Gardens to Crow Lane.

**The footpath linking** Saville Road to Whalebone Lane to be temporarily closed for a period of about a year.

**Nursery walk subway** will be extended in one continuous length from its current 43 metres to 75 metres.

**2<sup>nd</sup> Jutsums Lane Bridge** - It is not clear from Crossrail's literature how wide the additional bridge will be, but there's mention of the traffic lights being moved 20 metres south.

**Train Service** - Crossrail claims that the current 15 trains per hour service will be increased with 12 trains per hour running for Crossrail as well as 6 trains per hour into Liverpool Street (overhead), making a total of 18 trains per hour at peak times. However, Crossrail make much of the fact that they are the designers of this project and will not be the train operators. It would therefore seem that this additional service is a suggestion and not a fact. However, Network Rail's 2004 route plan states "the route is running close to track capacity for most of the day which leads to difficult performance issues". The same document also states "in the long-term, it is possible that slow line track capacity would be enhanced under the Crossrail scheme, which would ease capacity constraints between Stratford and Liverpool Street". There is no mention of easing capacity constraints between, for example, Romford and Stratford.

**C.A.G. Note: We note the journey time savings from Romford :-**

**To Heathrow - 2 minutes increased.**

**To Tottenham Court Road - 2 minutes saved.**

**To Farringdon - 1 minute saved.**

**To Canary Wharf - 3 minutes saved.**

**To Liverpool Street – not shown.**

**We also note the time savings on return journeys are greater - there is no explanation as to how this is possible!**

**Alternative depot sites** - We now have the details for the elimination of the other potential depot sites. We have looked into the reasons for the eliminations and our findings have formed part of our petition to the Select Committee.

It would appear that Romford was chosen because not all of the development will be in Green Belt. The depot building will be built on brown field although we would argue that this land should be given equal consideration as green belt under 'Agenda 21' as much of it has not been in 'industrial' use for some years. Whichever way this is viewed, it still remains the case that our small remaining piece of green belt seems to be expendable despite having as much environmental importance as other proposed depot sites in areas where green belt is plentiful.

**Finally, we've identified 2 existing depot sites, both ideal for Crossrail. These also form part of our petition.**

To receive information regarding the specific effect on your property and any entitlements you may have to mitigation measures, you should phone the Crossrail Helpdesk on 0845 602 3813 or E-mail them at [helpdesk@crossrail.co.uk](mailto:helpdesk@crossrail.co.uk).

**For more information visit our website at [www.romfordcag.co.uk](http://www.romfordcag.co.uk).**

**The Crossrail Action Group would like to wish you all a Merry Christmas  
and a Happy New Year.**