

The Crossrail Bill and It's Effects on Romford. (The following information has derived from the Crossrail Bill)

- **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 and 8 months.
- **Westlands Playing Fields – Dive-under Worksite (North)** - will be used as a worksite for 4 years and 8 months.
- **Footpath** - *Saville Road to Whalebone Lane to be temporarily closed for a period of about a year.*
- **Lorry Movements** - *"approximately 10 lorries a day will access the worksite north of the existing track during a nine month peak construction period. At other times the worksite will typically be served by up to 5 lorries per day".*
- **Lorries** - *will gain access to the site via A112 Eastern Avenue, A1112 Whalebone Lane and A118 London Road.*

C.A.G. Note: **We can find no mention of sound assessments being taken at residential properties that are adjacent to Westlands.**

- **Crossrail** acknowledge the fact that the junction of the A118 London Road and A1112 Whalebone Lane (Tollgate lights) is heavily trafficked at peak times.
- **Construction** of the underpass and track works associated with the western part of the depot will result temporarily in adverse visual impacts of particular importance at 208 Crow Lane. It will also result temporarily in significant impacts for residents at about 220 properties in **Jutsums Lane, Vignoles Road, Braithwaite Avenue, Saville Road, Coombewood Drive, Eddy Close, Bridport Avenue, Southern Way, Bracken Mews, Crow Lane and Ash Court (Bridport Avenue)**. Recreational users of Jutsums Recreation Ground, West Ham Utd FC's Training Ground off Saville Road, Westlands Playing Fields and users of St Edwards School will be similarly affected".

C.A.G. Note: Remember 'temporary' in this area is 4 years and 8 months

- **Access** to this worksite will be via a temporary haul from A118 London Road, and will run close to the rear of houses in Coombewood Drive.
- **A proportion** of 2/3 of Westlands playing fields equal to 8 of the 13 sport pitches will be out of use for use for 4 years and 8 months.
- **3 of the 13** sport pitches will be lost for good.
- **Current Crossrail** plans show the Westlands worksite will require the temporary loss of St Edwards School tennis courts.
- **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 are considered to be inappropriate development in the Green Belt because it will affect its openness".
- **Fact:** Brooklands ward already has less open space than the borough average and this represents significant further loss.
- **The Brook** that separates Westlands Playing Fields and Westlands Rough will be put in a culvert and will be piped to a sewer south of the railway line

- **Jutsums Lane Bridge** – It is not clear from Crossrail’s literature how wide the **additional** bridge across Jutsums Lane will be, however there is reference to the traffic lights being moved 20m south. Crossrail conclude that “properties in Crow Lane, Jutsums Lane Bridge and Ainsley Avenue are expected to experience significant weekend construction noise impacts. A small number are also expected to experience significant day construction noise impact.
- **Light** – “Significant residual impacts as a result of lighting during construction of the rail underpass will affect residents in Ash Court (Bridport Avenue) to the north. However, duration of night time works, and hence the impact, is very short (approximately 5 days)”.
- **Jutsums Park** - Temporary loss of a portion of this public recreation ground, simultaneous to the loss of Westlands Playing Fields and in addition to the loss of Oldchurch Park, approximately a mile away. Loss of line of established Poplar Trees. Users of Jutsums Recreation Ground will be subject to significant noise impacts.
- **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 that due to the handling of contaminants, no significant impact will occur.

- **Impacts on Archaeology** – “The majority of the works south of the GEML lie in an area of archaeological priority. Foundation arches for the unfinished Crowlands station of 1900 are known to survive in the northern face of the embankment, and possibly in the southern face. This site has moderate potential for prehistoric agricultural settlement and ritual remains, as it does for medieval and post-medieval agriculture. Works in this area would partially or completely remove any surviving archaeological remains”.
- **Footpath 123** – will be closed temporarily between Jutsums Lane and Beechfield Gardens.
- **Footpath 123** – will be permanently diverted down Beechfield Gardens to Crow Lane.
- **Service road** – to be built between Jutsums Lane and Depot building. It is not clear if this road is to be lit at night.
- **208 Crow Lane – Dive-under Worksite (South)** – 72 lorry movements (36 in and 36 out) reducing to 24 lorry movements (12 in and 12 out) during the peak 12 month period. There will be another 6 month period where 14 lorry movements will be made (7in and 7 out).
- **Lorry access** from A12, via North Street, Romford Ring Road, Oldchurch Road and Crow Lane. They would leave via Crow Lane westbound, left on to Whalebone Lane and then via Wood Lane, Heathway and Ripple road to the A13.
- **Sandgate Close Worksite** – Lorries will access this worksite from the east via North Street, Romford Ring Road, Oldchurch Road and Crow Lane. They will leave the site either westward via Crow Lane to Whalebone Lane as above, or they will reach the A13 via Dagenham Road.
- **Using these lorry** routes the cumulative traffic impacts on the Ring Road and North Street, at the peak construction period will be 56 lorries per day. At other times the impact on North Street will be a maximum of 36 lorries a day going down to 5 lorries a day. Crossrail say that this will be of no significant impact to North Street and that no significant impact will be caused to road users, pedestrians or cyclists.
- **Once operational** – Romford Depot will generate over 100 car trips per hour during the shift changeover. These trips will be during off-peak hours and will have no significant impact on the local highway. No significant traffic and transport impacts will occur at Romford Depot (East).

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?

Maintenance Depot and Stabling Facility -

- **Construction** – Noise impacts “will affect occupants at 147 residential properties and the Mental Health Unit at Oldchurch Hospital. 127 of these properties are likely to qualify for noise insulation. In addition residents of three of these 127 properties will also be likely to qualify for temporary re-housing for varying periods during construction works”.
- **Lorry movements** – During the busiest 10 months there will be approximately 46 lorry movements a day (23 in and 23 out). There will be a peak period of 2-3 weeks when lorry movements will increase to 74 per day (37 in and 37 out). At other times there will be 12- 20 lorry movements a day (6 – 10 lorries)
- **Visual Amenity** – “adverse visual impacts for residents at about 30 properties. Adverse visual impacts from operational lighting at the depot”.
- **Depot Size** – land will be built up by 3 – 4m to bring it up to the same level as the existing railway line. “It will consist of 8 covered tracks in a building 260m in length, 68m wide and up to 12m high”. (Total height 15 – 16m) “The total floor space of the depot is 22,000 sq m”.
- **Extra lines** - will be put in as stabling facility. These will be bounded to the east by Waterloo Road.
- **250 car Parking spaces**
- “**Views** - of the depot site from the south and east are partly limited by the proximity of the gas storage holders and trees adjacent to Nursery Walk. Views from the North are screened by the GEML embankment and include the gas storage holders as skyline features”.

C.A.G. Note: The land on the south side of the railway line is to be built up to the same level as the existing line and the depot will be built on top. How, therefore, is this going to be screened by the GEML embankment. This is going to be on full view of peoples back bedrooms and the noise will carry across to those locations.

“However, the depot will be a very large structure and views of this will be more extensive, affecting numerous locations around the site perimeter and from more distant high rise tower dwellings”.

- “**Construction** - of the depot and the permanent introduction of a substantial new depot structure will result in significant visual impacts, both during construction and permanently for the following receptors: pedestrians and cyclists along Nursery Walk, residents at 1-4 Nursery walk, residents at 2 to 48 & 47 Beechfield Gardens and occupants of Oldchurch Hospital”.
- “**Construction lighting** - will affect residents at properties in Sheringham Avenue, Cotleigh Road, Nursery Walk, Beechfield Gardens, Stockland Road, Queens Street and Albion Close”.
- **Re-routing of Major Gas Main**
- **Contamination** issues with regard to 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.

C.A.G. Note: There will be ‘dust’ caused due to the construction of the depot – but Crossrail maintain that this will not be significant?!

- **“Significant visual impacts** - from operational lighting will affect some residential properties in Beechfield Gardens, Sheringham Avenue, Stockland/Cotleigh Road, and Nursery Walk”. Secondary mitigation such as screening will be used to lessen the impact.

Nursery Walk-

- **The subway** - at Nursery walk will be extended in one continuous length from its current 43m to 75m.

Romford Station –

- **Construction** work at the station will take approximately 2 years and 11 months.
- **Ecology of the area and railway embankment**
- **Common Lizards** and slow worms have been found on areas north and south of the railway line and on the railway embankment along the route. These will be ‘relocated’ or ‘reoused’ but because so much of the population will need translocation there will still be a risk to the viability of the population and this will constitute a significant impact. (It is important to note that no survey has been done on the area of Transco land in Sandgate Close, which Crossrail want to use as a car part and Route Control Centre).
- **Badgers** – the Crossrail Environmental Statements tells us that Badgers have been found on one site somewhere along the Crossrail route. Obviously, for reasons of animal safety, they are not able to tell us where along the route the badgers are. Of course that does mean that we cannot rule out that they may be on the railway embankment in this area. Crossrail intend to move the badgers under licence.
- **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. We are also very distressed at the plans to remove a line of well established poplar trees from Jutsums Park. This is in addition to the removal of a small copse of silver birch trees from the railway embankment adjacent to properties in Sheringham Avenue, last year.

Landscape and Townscape-

- **Crossrail** state that residential areas to the north and south of the alignment (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’s view is that Romford isn’t an attractive place so it’s fine to put something else unattractive here because it won’t show.
- **Service** – Crossrail claims that the current 15 trains per hour service will be increased with 12 trains per hour running into Crossrail as well as 6 trains per hour into Liverpool Street (overhead), making a total of 18 trains per hour, 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 Rails 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 Romford and Stratford for example.

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

Heathrow, the journey will increase by 2 minutes.
 Tottenham Court Road - save 2 minutes
 Farringdon - save 1 minute
 Canary Wharf - save 3 minutes
 Liverpool Street – not shown

We also note the time savings on the return journey are greater but there is no explanation as to how this is possible.

Other Depot Sites-

- **Alternative sites** – we are now in possession of reasons for the elimination of the other depot sites. The group are looking into the reasons for elimination and our findings will form part of our petition to the Select Committee
- It would appear that Romford has been 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.
- *Should you wish to receive information regarding the specific effect on your property and whether you are likely to be entitled to mitigation measures, you should phone the Crossrail Helpdesk on 0845 602 3813 or E-mail them at helpdesk@crossrail.co.uk*