



# Crossrail Environmental Statement

## Volume 8d

### Appendices

Transport assessment: eastern route section

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Crossrail Environmental Statement  
Volume 8d – Appendices  
Transport Assessment:  
Eastern Route Section

February 2005



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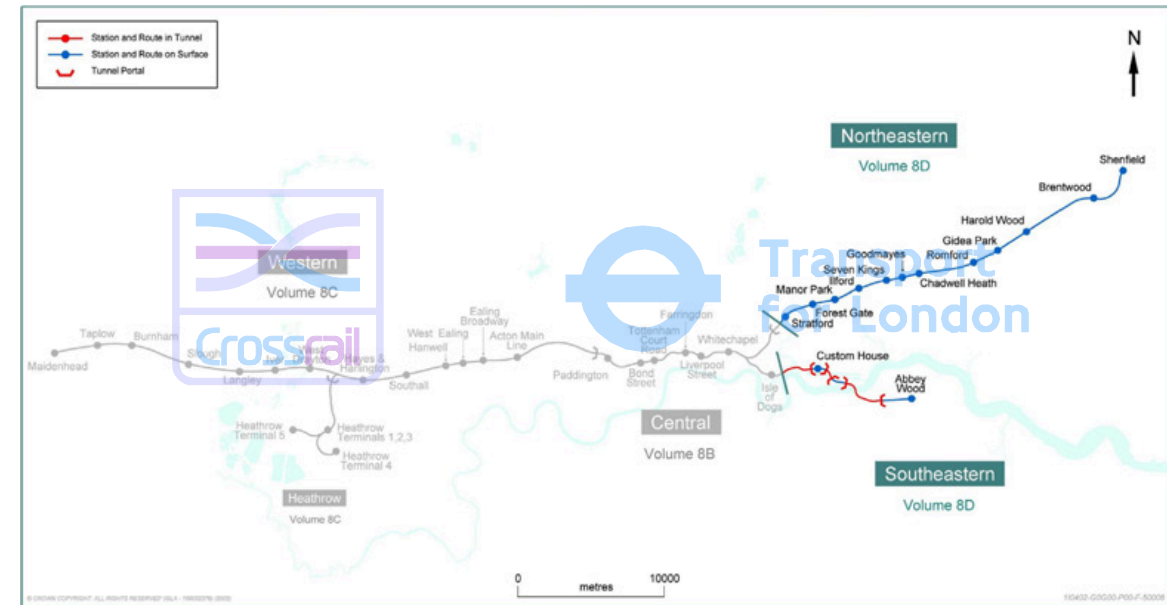
*Maps prepared by Mott MacDonald (transport and access; excavated material routes), Halcrow (baseline traffic and parking), Crossrail (key plans, transport linkages, Docklands 2016 Baseline rail links).*

## 1 Introduction

- 1.1 This document is Volume 8d of the Transport Assessment Report, and deals with the Eastern route section. This includes both the northeastern Crossrail branch, which extends from Stratford to Shenfield, and the southeastern Crossrail branch, which extends from just east of the Isle of Dogs to Abbey Wood.
- 1.2 This volume also deals with Pitsea Sidings, which will be constructed for the receipt of excavated materials by rail, for onward road transport to Pitsea landfill site.
- 1.3 This volume should be read in conjunction with Volume 8a which includes the following:
- Scope and methodology for the Transport Assessment
  - Baseline
  - Scheme-wide impacts and mitigation measures
  - Principal findings and conclusions
  - Mapping sources
  - Glossary and list of abbreviations.
- 1.4 The northeastern branch of the eastern section is divided into 17 route windows; these being NE1 to NE17, although NE13, NE14 and NE16 have no proposed works. In addition, it includes Route Window R1 for Pitsea Sidings, which is remote from the Crossrail route. The southeastern branch of the eastern section is divided into nine route windows, these are SE1 to SE8, with a supplementary route window SE6A at Belvedere where a proposed jetty will be used to transfer excavated material from road to barge. This volume assesses each route window separately by chapter. The final chapter provides a summary of the principal findings and conclusions for this route section.

### Temporary impacts of Crossrail

- 1.5 The northeastern branch of the eastern section is entirely at surface level and therefore no tunnelling works will occur. The vast majority of the work relates to improvements to stations and sidings, with two stations (Ilford and Romford) scheduled for major improvement. Most of the stations on the northeastern branch will require extensions to their platforms to accommodate the longer trains and some refitting of the stations is also proposed. A major new train depot, which will serve the entire Crossrail fleet from a single point on the route, is proposed at Romford.



- 1.6 For the majority of the stations, the proposed works are relatively minor; during construction there will be little effect on rail passengers using them.
- 1.7 The southeastern branch of the eastern section incorporates significant underground tunnel construction with new Crossrail stations at Custom House and Abbey Wood. Tunnel portals and strategically located intermediate service and ventilation shafts, are also included in the proposed works. Four-tracking between Plumstead and Abbey Wood is intended so the Crossrail trains can reach Abbey Wood without interfering with the existing North Kent Line train services.
- 1.8 Excavated material from the Thames crossing tunnels is to be transferred from road to barge from a jetty at Belvedere (refer to Route Window SE6A for further information). Excavated material from worksites in the central route section will be taken to a landfill site at Pitsea by road or rail (refer to Route Window R1 for further information).
- 1.9 The assessment has highlighted a number of transport related issues, including loss of parking, relocation of bus stops, delays to and some diversion of general traffic.

### Permanent impacts of Crossrail

- 1.10 Permanent transport impacts of Crossrail once operational are identified in route windows. These include effects on road traffic and pedestrians as well as on rail passengers. Various general and specific mitigation measures are recommended as appropriate. These impacts are generally at and around stations but not exclusively, in that there are some impacts at rebuilt bridges.

