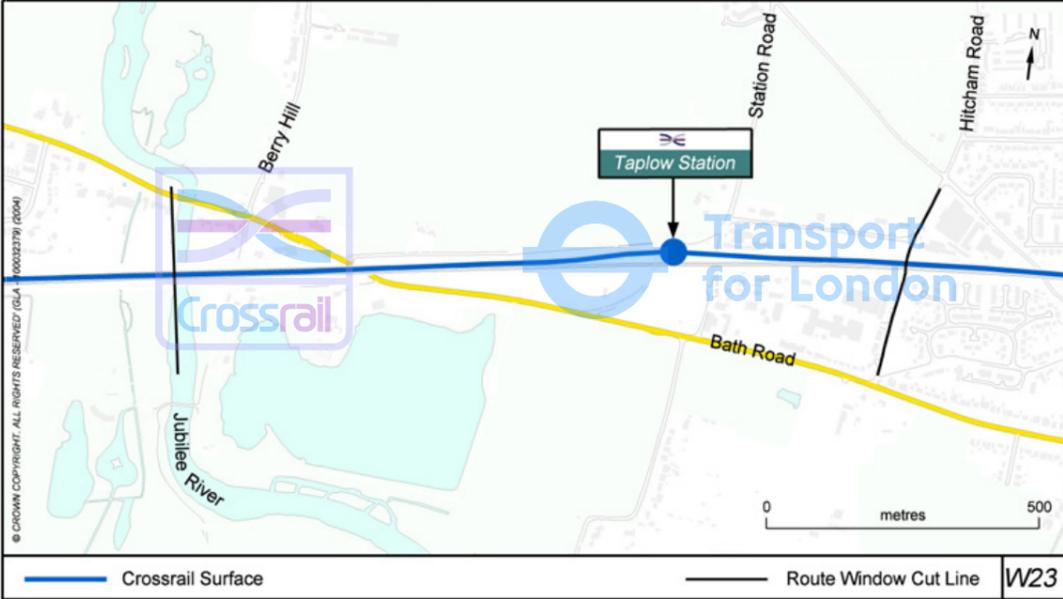
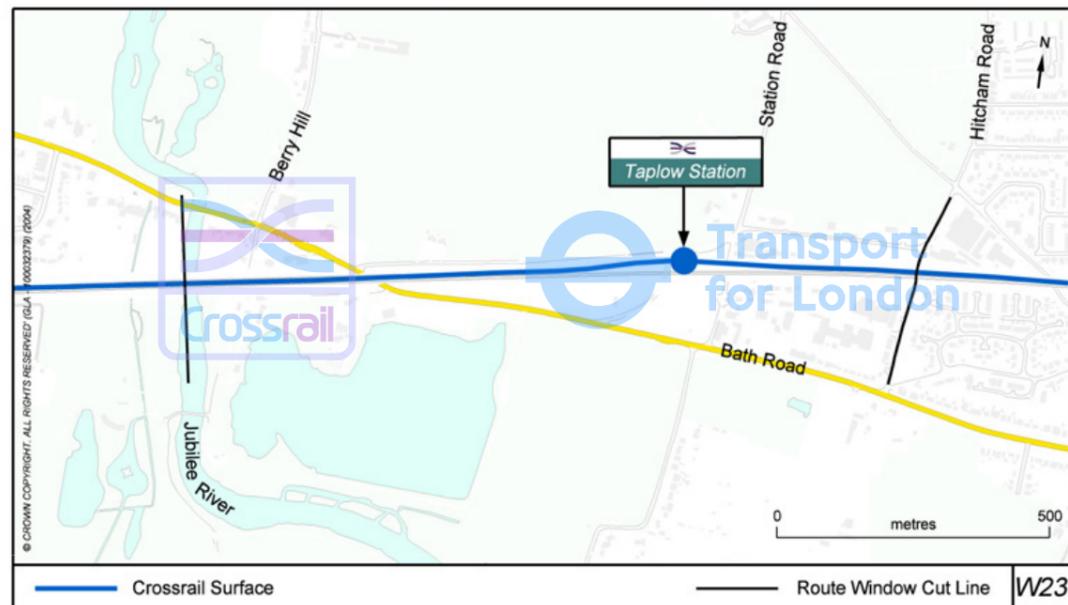


**Chapter 4**  
**Route window W23**  
**Taplow station**





## 4 Route window W23 Taplow station



### Introduction

- 4.1 Within this route window the main Crossrail works will involve:
- Introduction of overhead line equipment throughout; and
  - Platform extensions at Taplow station.
- 4.2 Crossrail services will provide new direct links and additional capacity to the West End, City and Canary Wharf business district and onwards to Essex and via interchange at Abbey Wood to North Kent. Through interchange at Hayes, access to Heathrow Airport will also be enhanced. Journey time savings to these key destinations will be substantial as set out below.
- 4.3 Two worksites will serve the works in this route window:
- Taplow Station Approach road worksite north; and
  - Taplow station footbridge worksite south.
- 4.4 The works are expected to take about four months.
- 4.5 The drawings provided at the end of this chapter present the main features of the route window, construction lorry routes assessed, existing facilities in the vicinity of Taplow station and transport linkages.

### Baseline conditions

#### Taplow station

- 4.6 Taplow station is located in South Buckinghamshire, 1.5 km southeast of the village of Taplow, between Slough and Maidenhead. The area is predominantly low density residential and light industrial.
- 4.7 The station building is located on Approach Road, which is accessed off Station Road. Approach Road is situated immediately to the west of the priority junction with Station Road and Institute Road. It is a small station with four platforms and minimal passenger facilities including a small ticket office and waiting room and a minicab office and taxi rank. A photograph of this station is shown in figure 4.1.
- 4.8 There are three pedestrian entrances to the station. These are the main station entrance, a step-free route from an after-hours entrance to the western side of the station building that leads onto platform 4, and a footbridge from the southern car park. Access to the platforms is via the station building and via the footbridge from the southern car park.



Figure 4.1: Taplow station – Main entrance

- 4.9 The rail services at Taplow station are operated by First Great Western Link, which provides services to Slough, Ealing Broadway and London Paddington to the east and Maidenhead and Reading to the west. Currently there are two trains per hour in each direction at Taplow station in the morning peak period.
- 4.10 Currently only one bus route serves the station directly and only in the westbound direction. It stops on Approach Road by the station building. There are two other routes that currently stop on A4 Bath Road 200 m from the station.
- 4.11 The minicab office is located within the station building. Passenger drop-off and pick-up occurs immediately next to the station entrance in the forecourt.

- 4.12 Taplow station has two pay-and-display car parks. The southern car park is directly accessible from both A4 Bath Road and Station Road. It is linked to the station buildings and platforms by a footbridge over the railway. The car park does not have parking bays marked out, but it does have CCTV. It is estimated that there would be capacity for approximately 100 cars and it has significant spare capacity.
- 4.13 The northern car park is adjacent to the station building on Approach Road. It has capacity for approximately 25 cars and is covered by CCTV. Access to the station and platforms is via the out-of-hours entrance.
- 4.14 A significant amount of on-street parking occurs on Station Road and Approach Road. Neither is subject to parking restrictions.
- 4.15 The signal-controlled junction of Bath Road and Station Road does not provide pedestrian crossing phases. The majority of those passengers walking to the station do so after parking their cars on the highway.
- 4.16 Sheltered cycle parking is provided on the London bound platform with capacity for 10 bicycles. In the vicinity of Taplow station there are no roads that are signposted as suitable for cycle routes.
- 4.17 There is no formal mobility impaired drop-off and pick-up area. Informal drop-off and pick-up at the station occurs on the footway by the station entrance. The out-of-hours station entrance is at street level, but there are no facilities within the station to enable mobility impaired passengers to access platforms 1,2 and 3 as they can only be reached via the footbridge. The car park has one bay reserved for orange badge holders.

### The permanent works

- 4.18 Crossrail will entail the introduction of overhead line equipment throughout the alignment in this route window. At Taplow station, the safety implications of this electrification will require that the parapets of the station footbridge be modified.
- 4.19 Platforms at Taplow station will be extended westwards to accommodate Crossrail trains.

### Worksite assessment (group 1)

- 4.20 One worksite is immediately accessed off Approach Road and is described below. The lorry route is shown on Map W23 (iv).

#### *Taplow Station Approach Road worksite north*

- 4.21 The Taplow Station Approach Road worksite north is located on both an area of private land and within the forecourt station parking area, as shown in figure 4.2. Approximately 10 car parking spaces will be lost for about six months. Given that there is ample alternative parking in the southern car park, which is very lightly used, there will not be any significant impact.



**Figure 4.2: Taplow Station – Approach Road worksite**

- 4.22 The site will have vehicular access from Approach Road, running west to east along the northern edge of the railway line.
- 4.23 No significant traffic and transport impacts have been identified that are associated with this worksite.

#### **Lorry route assessment**

- 4.24 Lorry route access to Taplow Station Approach Road worksite north will be via Approach Road which links to the A4 Bath Road to the west by means of a priority junction and with Station Road in the east, again by means of a priority junction.
- 4.25 During the whole construction period the number of lorries generated by the construction activities is expected to remain constant at an estimated two lorry trips per day.
- 4.26 No significant traffic and transport impacts have been identified as a result of these lorry routes and lorry volumes.

### Worksite assessment (group 2)

- 4.27 One worksite is immediately accessed off the A4 Bath Road and is described below. The lorry route is shown on Map W23 (iv).

**Taplow station footbridge worksite south**

- 4.28 Use of Taplow Station Footbridge worksite south will result in the relocation of a small recycling centre elsewhere in the car park resulting in the loss of approximately five car parking spaces for about six months. Taplow Station Footbridge worksite south is shown in figure 4.3.



**Figure 4.3: Taplow Station – Footbridge worksite south**

- 4.29 Vehicular access to the site will be via an existing access road directly from the A4 Bath Road. Demand for parking spaces is currently low and there is ample capacity at Taplow station.
- 4.30 No significant traffic and transport impacts have been identified that are associated with this worksite.

**Lorry route assessment**

- 4.31 Lorry access to Taplow station footbridge worksite south will be via an established entrance directly from the A4 Bath Road.
- 4.32 During the whole construction period the number of lorries generated by the construction activities is expected to remain constant at an estimated two lorries per day.
- 4.33 No significant traffic and transport impacts have been identified as a result of these lorry routes and lorry volumes.

**Mitigation and temporary impacts**

- 4.34 There are no significant temporary traffic and transport impacts to report, so no mitigation is required.

**Mitigation and permanent impacts**

- 4.35 The significant operational impacts and mitigation measures are indicated in table 4.2.
- 4.36 There are two significant operational impacts to note at Taplow station relating to traffic levels and public transport.
- 4.37 Passenger numbers with Crossrail are expected to increase by about 300 passengers entering and about 50 passengers leaving the station in the morning peak period which represents an increase in two way flows on the without Crossrail scenario of approximately 170%. The 2016 with Crossrail flows predicted at the station are about 550 two-way between 0700 and 1000. The existing station facilities will be sufficient for the forecast passengers. There are sufficient traffic and transport facilities in the vicinity of the station to cater for the forecast numbers.
- 4.38 Traffic levels are forecast to increase on Station Road between Boundary Lane and A4 Bath Road, during the morning peak hour. This would result in a flow of 250 vehicles 2-way, an extra 12 per cent of traffic. It is considered that this would be within current highway capacity and will not have any adverse effect on traffic operation. Similarly, traffic flows on Station Road between Boundary Lane and Approach Road are forecast to increase by 20 per cent to a flow of 100 vehicles two-way in the morning peak hour. This will not have any adverse effect on traffic operation.
- 4.39 The second significant impact relates to rail users at Taplow station. Rail passengers are forecast to experience significant journey time benefits. These are discussed below.

**Impact on journey times**

- 4.40 Table 4.1 sets out representative journey time savings between Taplow and selected Crossrail stations. They are typical of the journey time benefits to many of the stations served by Crossrail.

**Table 4.1: Journey time savings with Crossrail at Taplow (Platform to Platform)**

From / To		Heathrow	Tottenham Court Road	Farringdon	Liverpool Street	Canary Wharf	Stratford
From Taplow	Without Crossrail	38	50	52	54	62	67
	With Crossrail	35	40	43	46	52	56
	Savings (mins)	3	10	9	8	10	11
	Savings (%)	8%	20%	17%	15%	16%	16%
To Taplow	Without Crossrail	33	46	60	64	75	79
	With Crossrail	36	46	49	51	58	63
	Savings (mins)	-3	0	11	13	17	16
	Savings (%)	-9%	0%	18%	20%	23%	20%

**Table 4.2: Route window W23 – Permanent impacts at Taplow station**

Potential impact		Significance	Committed Mitigation	Residual Impact	
				Description	Significance
<u>Public Transport</u>					
OT2c	Improved journey time—see journey times table	Significant	N/a	N/a	Significant
<u>Traffic Levels</u>					
OT1a	Station Road, north of Boundary Lane, 12 per cent increase in traffic to about 250 vehicles, two-way in morning peak hour	Significant	None. Traffic can be accommodated within current highway capacity	Non-congested	Not significant
	Station Road, south of Boundary Lane, 20 per cent increase in traffic to about 100 vehicles, two-way in morning peak hour	Significant	None. Traffic can be accommodated within current highway capacity	Non-congested	Not significant





