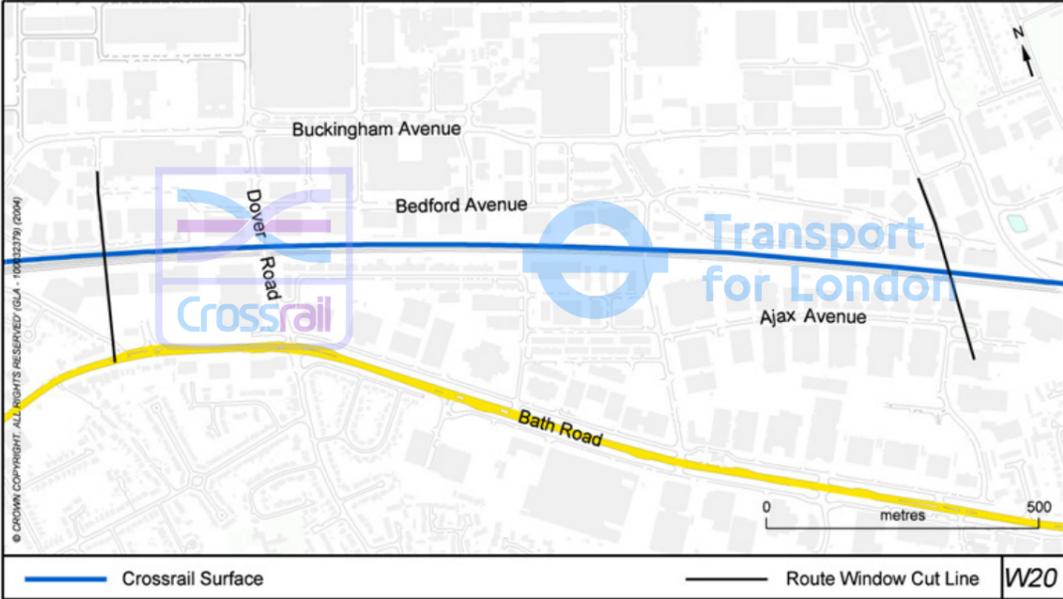
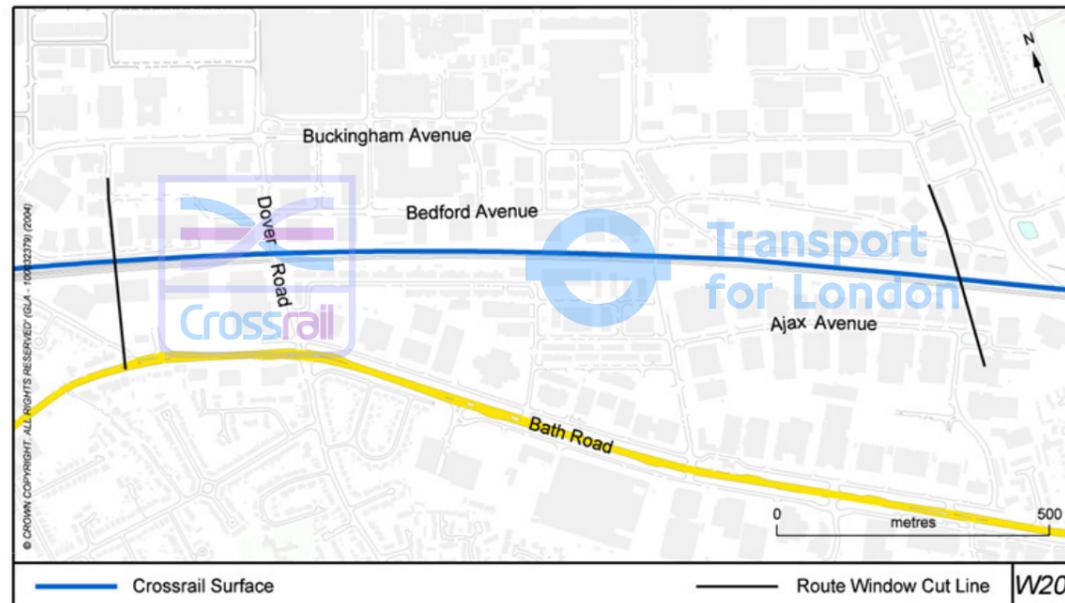


Chapter 7
Route window W20
Dover Road and Leigh Road bridges



7 Route window W20 Dover Road and Leigh Road bridges



Introduction

- 7.1 Within this route window the main Crossrail works will involve:
- Introduction of overhead line equipment throughout;
 - Raising the parapets of Dover Road bridge; and
 - Replacement and upgrade of Leigh Road bridge
- 7.2 Three worksites will serve the works at Dover Road bridge:
- Dover Road worksite southwest;
 - Dover Road worksite southeast; and
 - Dover Road worksite north;
- 7.3 Three worksites will serve the Leigh Road bridge works:
- Leigh Road bridge worksite southwest;
 - Leigh Road bridge worksite southeast; and
 - Leigh Road bridge worksite north.
- 7.4 It is estimated that the bridge works at Dover Road will take approximately two months to complete. Works to Leigh Road bridge will take approximately six months.
- 7.5 The drawings provided at the end of this chapter present the main features of the route window and the assessed construction lorry routes.

Baseline conditions

Dover Road bridge

- 7.6 Dover Road is an unclassified road crossing the Great Western Main Line approximately 1 km east of Burnham station. Dover Road crosses over the railway in a north to south direction by means of a rail overbridge accommodating two-way traffic with a marked cycle lane on both sides.

Leigh Road bridge

- 7.7 Leigh Road is an unclassified road crossing the Great Western Main Line about 1.7 km east of Burnham station. Leigh Road crosses the railway in a north to south direction, accommodating only a single lane of traffic controlled by traffic signals. There is a narrow footway on the western side of the bridge with sufficient width for one person to walk along. Pedestrians travelling in opposite directions across the bridge are required to step onto the highway or wait at one side of the bridge until the other has crossed.
- 7.8 Recent surveys showed 252 pedestrians and 101 cyclists crossing the bridge between 0700 and 1900.

The permanent works

Dover Road bridge

- 7.9 Dover Road Bridge currently has sub-standard parapet heights for the overhead electrification, and so works to the bridge's parapets are necessary to achieve the required safety standards.

Leigh Road bridge

- 7.10 Leigh Road bridge will be replaced with a new steel single-span bridge. The new bridge will accommodate a pavement and two traffic lanes, obviating the need for the existing traffic signals, which will be removed. Utilities will be diverted across a temporary utilities bridge while the main works take place.
- 7.11 During the reconstruction of Leigh Road bridge, all road users will be diverted for 20 weeks. A diversion route for vehicles will be a length of approximately 1.3 km to the west via Dover Road and Bedford Avenue.
- 7.12 Pedestrians and cyclists would be diverted a similar distance via Ipswich Road. Given the level of demand and diversion length for pedestrians, this will result in a significant temporary impact.
- 7.13 As there are no bus routes along Leigh Road, a bus route diversion is not needed, so there will be no impact on public transport users.

Worksite assessment (group 1)

- 7.14 All worksites located on the corners of Dover Road bridge have been grouped together because they share similar lorry routes. A description of worksites and lorry routes are provided below and shown on Map W20 (iv).

Dover Road worksites southwest, southeast and north

- 7.15 Dover Road bridge worksite north will occupy areas of land northeast and northwest of the bridge. A private car park to an office development is located northwest of the bridge. All 14 spaces of the existing car parking provision will be lost during the two month use of this site. The number of displaced vehicles is low and so the effect on the surrounding road network would be minimal. There is sufficient parking capacity in the local area to accommodate the displaced private parking in the area. There will therefore be no significant impact due to this worksite.
- 7.16 The worksite northeast of the bridge will be accessed from Bedford Road via an existing access. No significant traffic and transport impacts have been identified that are associated with this worksite.
- 7.17 Dover Road bridge worksite southeast is situated to the rear of some industrial units southwest of the bridge. This site is currently disused, and will be accessed from Ipswich Road.
- 7.18 Dover Road bridge worksite southwest will occupy the whole of the B&Q Warehouse service yard. The worksite will only be used to provide access to the northeastern area of the worksite where the works will be undertaken. There will be no significant impact on the operation or running of the yard. Access to this site will be directly from Dover Road via the existing access.
- 7.19 No significant traffic and transport impacts have been identified that are associated with any of the worksites at Dover Road.

Lorry route assessment

- 7.20 Dover Road forms a junction with the A4 approximately 300 m south of the bridge.
- 7.21 The bridge works will not require road closures, and the northern worksites will therefore not require a route from the north. All lorry movements will be via the junction with the A4 to the south of the bridge.
- 7.22 During the whole construction period the number of lorries generated by the construction activities is expected to remain constant at six lorry trips per day spread between all of the sites.
- 7.23 No significant traffic and transport impacts have been identified as a result of these lorry routes and lorry volumes.

Worksite assessment (group 2)

- 7.24 All worksites located on the corners of Leigh Road bridge have been grouped together because they share similar lorry routes. A description of worksites and lorry routes are provided below and shown on Map W20 (iv).

Leigh Road worksite southwest

- 7.25 Leigh Road bridge worksite southwest occupies part of a car park used for a vehicle service and parts centre shown in figure 7.1. The loss of some 40 spaces for six months will be a significant temporary impact, given the relatively high number of spaces displaced, reasonably significant demand and the shortage of alternative parking in the immediate area.
- 7.26 The worksite is within an existing business area, and so access is already established.



Figure 7.1: Leigh Road bridge – Southwest worksite

Leigh Road worksite south east

- 7.27 The worksite to the southeast of Leigh Road bridge will have a significant transport impact, as it will displace some 70 parking spaces for six months from the northern portion of the worksite. It is anticipated that the narrow strip of land parallel to Dover Road will only be required for access and will not displace any additional car parking. The 70 vehicles will be displaced onto the surrounding access roads and highway. Leigh Road worksite southeast is shown in figure 7.2.
- 7.28 Access will be from Ajax Road, through the existing junction to the car park.



Figure 7.2: Leigh Road bridge – Southeast worksite

Leigh Road worksite north

7.29 Leigh Road Bridge Worksite North occupies an area south of the servicing area for the Ragus Sugar Refinery. There is an existing access from Bedford Avenue on the corner with Leigh Road (shown in figure 7.3). There will be no loss of parking or loading areas as a result of the proposed worksite.



Figure 7.3: Access to Leigh Road bridge worksite north

Lorry route assessment

- 7.30 The lorry route to the two southern worksites will be from the A4 Bath Road, Leigh Road and Ajax Avenue to the southeast and Ipswich Road to the southwest worksites.
- 7.31 Prior to the bridge closure, lorry access to the northern worksite will also be from the A4 Bath Road, Leigh Road and Bedford Avenue.
- 7.32 Once access is not possible from the south, the lorry route will be along the A4, Farnham Road, Buckingham Avenue and Leigh Road.
- 7.33 Peak construction activities at all three worksites will occur for a period of approximately three weeks, during which time the number of lorries generated by each worksite will be 23 per day. At other times the typical number of lorries will be approximately four per day.
- 7.34 No significant traffic and transport impacts have been identified as a result of these lorry routes and cumulative lorry traffic volumes.

Mitigation and temporary impacts

- 7.35 There are no construction mitigation measures to note at Dover Road bridge. Construction mitigation measures at Leigh Road bridge are discussed in table 7.1 below.
- 7.36 In summary, the following significant traffic and transport impacts will occur during construction in this route window:
 - Loss of private parking at Leigh Road bridge at two locations; and
 - Delay to pedestrians caused by the closure of Leigh Road bridge.

Mitigation and permanent impacts

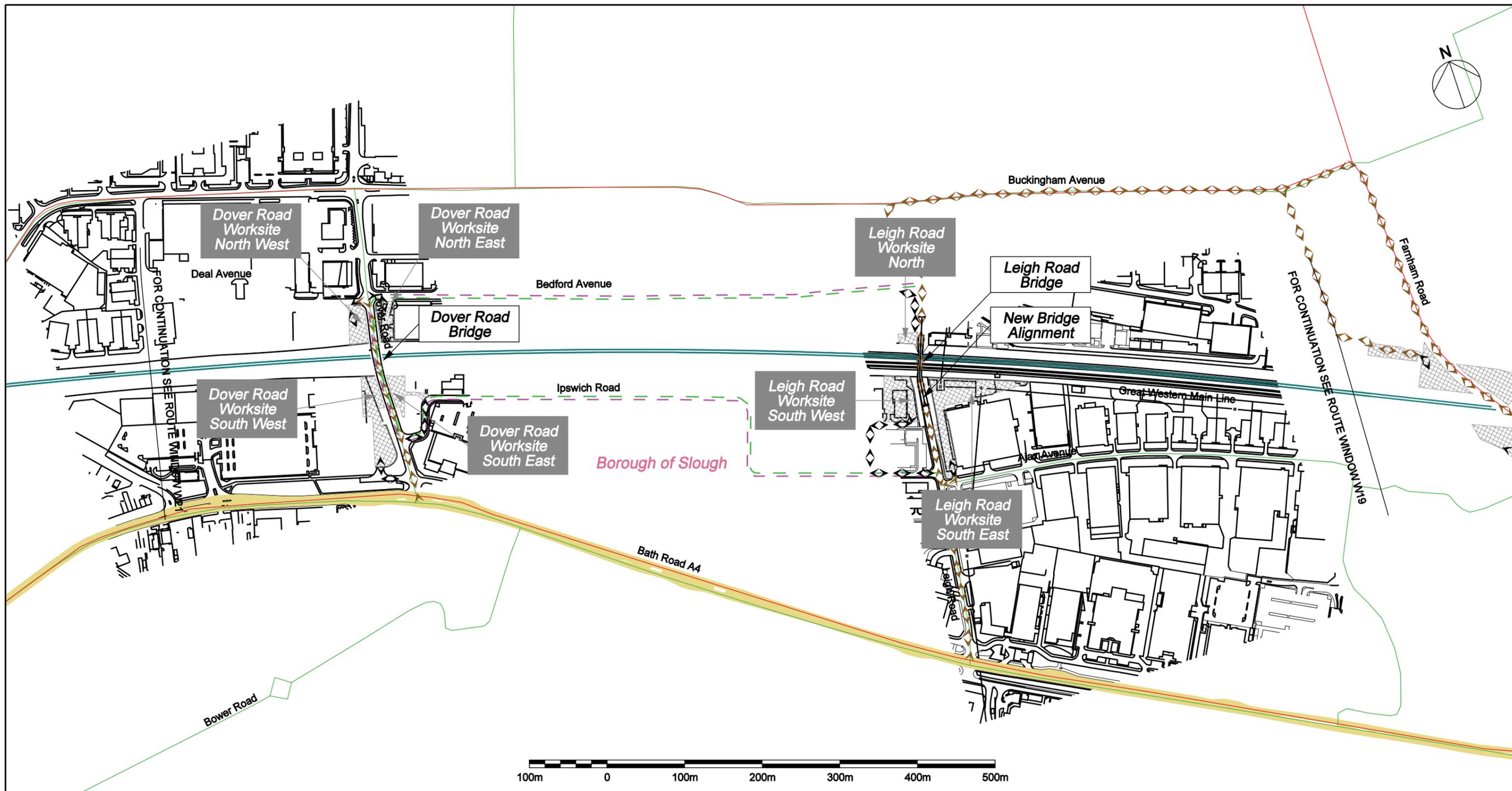
- 7.37 There are no significant permanent impacts at Dover Road bridge.
- 7.38 There is one significant operational impact to note at Leigh Road bridge. The road widening to allow two-way traffic would provide a significant benefit to link speeds for vehicle users in both directions. It is possible that additional traffic will be attracted to this route over Leigh Road bridge when it becomes operational in both directions. However, this is not considered to be a significant increase. There will be further benefits to cyclists and pedestrians who will be able to travel more safely, two-way over the bridge.

Table 7.1: Route window W20 – Temporary Impacts

Potential impact		Significance	Committed Mitigation	Residual Impact	
				Description	Significance
Worksite Impacts					
Parking and Loading					
CT4c	Loss of 70 parking spaces at the South East worksite at Leigh Road bridge:	Significant	None	Loss of 70 parking spaces at the South East worksite at Leigh Road bridge	Significant
	Loss of 40 parking spaces at the South west worksite at Leigh Road Bridge	Significant	None	Loss of 40 parking spaces at the South west worksite at Leigh Road Bridge	Significant
Vulnerable Road User Delay and Loss of Amenity					
CT5b CT5c	Closure of Leigh Road Bridge for 20 weeks and 1.3 km diversion over Dover Road	Significant	Appropriate direction signage informing of diversion route for pedestrians and cyclists.	Increased journey time for cyclists and pedestrians.	Significant

Table 7.2: Route window W20 – Permanent Impacts

Potential impact		Significance	Committed Mitigation	Residual Impact	
				Description	Significance
Traffic Levels and Delays to Vehicle Occupants					
OT1e	Reduced delay for traffic using Leigh Road Bridge	Significant	N/a	N/a	Significant



	Route Window Cut-Line		Worksites		Motorways		Bus Routes		Watercourse/Waterbody
	Crossrail Tunnel & Portal		Lorry Routes - One Way/Two Way*		TLRN/Principal Road Network & Trunk Roads		Strategic Cycle Route		
	Crossrail Surface		Main Construction Access/Egress One Way/Two Way		Proposed Strategic Road Network**		Cycling Diversion Route		Pedestrian Diversion Route
	Surface Structure						County Boundary		
	Sub-Surface Structure						District & Borough Boundary		
	Permanent Vehicle Access/Egress								

* Lorry routes shown between work sites and TLRN/Principal Road Network

**In Greater London



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DOVER ROAD AND LEIGH ROAD BRIDGES TRANSPORT AND ACCESS

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**MAP
W20 (iv)**

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