Chapter 11
Route Window NE10
Gidea Park station
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Introduction
11.1 The construction activities in this route window are associated with minor refurbishment extensions of platforms 3 and 4 at Gidea Park station.
11.2 The Crossrail project will enhance public transport capacity at Gidea Park. New and faster direct travel opportunities will be available to the City, West End, and points west to Maidenhead and Heathrow. Table 11.1 gives typical journey time improvements.
11.3 There will be one worksite in this route window: Gidea Park Station Worksite. It will be in the station car park on the north side of the station as shown on Map NE10 (iv).
11.4 The station works are relatively minor, and are expected to take about three months, during which time there will be little effect on rail passengers using the station.
11.5 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 Gidea Park station and transport linkages.

Baseline conditions
11.6 This route window is in London Borough of Havering. Gidea Park station a medium-sized commuter station and is in Travelcard zone 6. It lies at the eastern end of this route window in a semi-urban neighbourhood, surrounded by residential and small-scale retail areas.
11.7 The station building stands on an overbridge on Station Road close to its junction with Balgores Lane. North of the station, Balgores Lane leads to the A118 Main Road. Balgores Lane and nearby Upper Brentwood Road are both major routes through the Gidea Park area, providing access to many residential areas. The station entrance is shown in fig. 11.1.

Figure 11.1 Station entrance, Station Road

11.8 The station lies on the Liverpool Street to Shenfield line (the Great Eastern Main Line). The fastest trains to Liverpool Street take 26 minutes with about 9 trains per hour in the morning peak period.
11.9 Buses serve the station from Balgores Lane and Station Road where there are bus stops close to the station. There are currently two bus routes stopping within 400 m of the station providing a frequency of eight buses per hour in both directions in the morning peak hour.
11.10 By the car park entrance there is a taxi rank for three vehicles. There is also a taxi office on Station Road by the main station entrance.
11.11 There is a station car park north of the station on Crossways, accessible from the platforms via a footbridge. It has 75 spaces, including one disabled space, but may be used only by season ticket holders. Commuters have no other off-street parking in the vicinity, and the small amount of on-street parking on the surrounding roads is reserved for residents with permits.
11.12 There is no designated drop-off area at the station but drop-offs do take place outside the station and by the car park entrance on Crossways.
11.13 The station has a covered stand for 18 bicycles, but it is not covered by CCTV. There are no cycle routes in the vicinity of Gidea Park station.
11.14 There is no controlled pedestrian crossing at the station; the nearest crossings are a zebra crossing on Station Road about 18 m west of the station entrance, and another zebra crossing on Balgores Lane.
11.15 Footways on Balgores Lane are in poor condition. There is no footway on the western side on the approach to the station entrance.
11.16 There is no mobility impaired passenger access to the station platforms.

**The permanent works**

11.17 Crossrail will use the island platform 3/4, which will be extended eastwards to accommodate 10-car Crossrail trains.

11.18 Additional lighting will be provided, along the length of the extended platforms. The platform furniture will be upgraded, with new seats and/or waiting shelters, as appropriate, and upgraded platform signs and CCTV coverage. Other minor refurbishment works will be done, including refurbishment of the staff facilities.

11.19 The works will be carried out from within the existing fenced boundary of the railway on platforms 3 and 4. The main construction plant to be used at the worksite will include cranes, excavators, piling rigs and mechanical breakers. No demolition will be necessary.

11.20 Construction at Gidea Park station will take about three months to complete.

**Worksite assessment**

**Gidea Park station worksite**

11.21 The worksite will occupy a small area of the station car park which lies south of Crossways within 100 m of the station entrance. (See fig. 11.2 and Map NE10 (iv).) Approximately 10 spaces (from an overall capacity of 75 spaces) will be lost for about three months. Construction vehicles will enter the site through a new entrance at the eastern end, and leave it though the present entrance, which may need to be modified to make it easier for construction vehicles to leave. The car park will be reinstated once construction is complete.

11.22 The site will be used mainly as a storage area for the platform furniture. Large items of plant and materials will be brought to the site by rail from the Gidea Park sidings worksite. Other materials will be delivered by road. Excavated materials will be removed by road.

11.23 During the peak period of construction of one month, approximately four lorry movements will be generated per day and two per day at other times. Neither the loss of parking nor the number of lorries arriving at the site will constitute a temporary significant impact.

11.24 Another worksite, the Gidea Park Sidings worksite, lies about 500 m east of the station, but will serve the works in Route Window NE11.

**Lorry routes assessment**

11.25 Lorries will reach the site from A12 Gallows Corner (TLRN), A118 Main Road, Balgores Lane and Crossways, and will return the same way.

11.26 The total number of lorry movements associated with works for Gidea Park station is about 100. It is predicted there will be around four lorry movements a day for the estimated four-week peak construction period and two movements a day at other times.

11.27 The use of this access route by construction traffic is not predicted to give rise to any significant impacts on road users, pedestrians or cyclists.

**Mitigation and temporary impacts**

11.28 There are no significant temporary impacts arising from the works.

**Mitigation and permanent impacts**

11.29 The significant operational impacts and mitigation measures are indicated in Table 11.2.

11.30 There is one significant operational impact to note at Gidea Park station relating to public transport.

11.31 Passenger numbers with Crossrail are expected to increase by about 500 passengers entering and about 100 passengers leaving the station in the morning peak period (a 19 per cent increase two-way on the without Crossrail scenario). The 2016 with Crossrail flows predicted at the station are about 3,750 two-way between 0700 and 1000 hours. The existing station building will have sufficient capacity for the forecast passengers. There may however be impacts on the local transport infrastructure in the vicinity of the station.

11.32 There are measures that can be carried out for the benefit of road users and pedestrians that will mitigate these impacts; however, these will require further consents to be obtained before they can be implemented. In line with the approach set out in Volume 5a, an assessment of the impact of Crossrail has been carried out that assumes that such measures are in place.
11.33 Significant impacts on rail users at Gidea Park station are forecast. Rail passengers are forecast to experience significant journey time benefits. These are discussed below.

**Impact on rail journey times**

11.34 Table 11.1 sets out representative journey time savings between Gidea Park and selected stations. They are typical of the journey time benefits to many of the stations on Crossrail.

**Table 11.1 Journey time savings (platform-to-platform) to and from Gidea Park station**

<table>
<thead>
<tr>
<th>From/to</th>
<th>Heathrow</th>
<th>Tottenham Court Road</th>
<th>Farringdon</th>
<th>Canary Wharf</th>
</tr>
</thead>
<tbody>
<tr>
<td>Without Crossrail</td>
<td>67</td>
<td>39</td>
<td>38</td>
<td>35</td>
</tr>
<tr>
<td>With Crossrail</td>
<td>69</td>
<td>35</td>
<td>30</td>
<td>32</td>
</tr>
<tr>
<td>Saving (minutes)</td>
<td>-2</td>
<td>4</td>
<td>8</td>
<td>3</td>
</tr>
<tr>
<td>Saving (%)</td>
<td>-3%</td>
<td>10%</td>
<td>21%</td>
<td>9%</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>From Gidea Park</th>
<th>To</th>
<th>Heathrow</th>
<th>Tottenham Court Road</th>
<th>Farringdon</th>
<th>Canary Wharf</th>
</tr>
</thead>
<tbody>
<tr>
<td>Without Crossrail</td>
<td>68</td>
<td>45</td>
<td>40</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>With Crossrail</td>
<td>67</td>
<td>33</td>
<td>32</td>
<td>34</td>
<td></td>
</tr>
<tr>
<td>Saving (minutes)</td>
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<td>12</td>
<td>8</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Saving (%)</td>
<td>1%</td>
<td>27%</td>
<td>20%</td>
<td>15%</td>
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**Table 11.2 Route Window NE10 – Permanent impacts**

<table>
<thead>
<tr>
<th>Potential impact</th>
<th>Significance</th>
<th>Committed mitigation</th>
<th>Residual impact</th>
<th>Description</th>
<th>Significance</th>
</tr>
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<tbody>
<tr>
<td>Station impacts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OT5</td>
<td>Significant</td>
<td>An appropriate package of mitigation measures will be developed in due course to address pedestrian and highway impacts. This package will require further consents to be obtained. Please refer to 11.32.</td>
<td>N/a</td>
<td>Non-significant</td>
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<td>Public transport</td>
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<td></td>
</tr>
<tr>
<td>OT2c</td>
<td>Significant</td>
<td>N/a</td>
<td>N/a</td>
<td>Significant</td>
<td></td>
</tr>
</tbody>
</table>

Table 11.2 Route Window NE10 – Permanent impacts

Impact on rail journey times

Table 11.1 sets out representative journey time savings between Gidea Park and selected stations. They are typical of the journey time benefits to many of the stations on Crossrail.