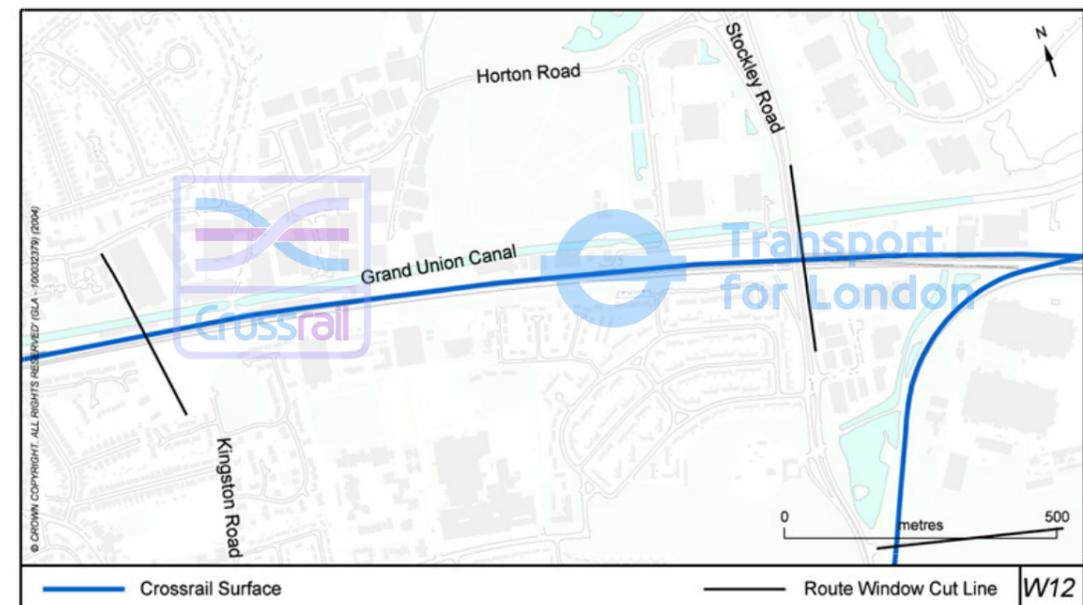
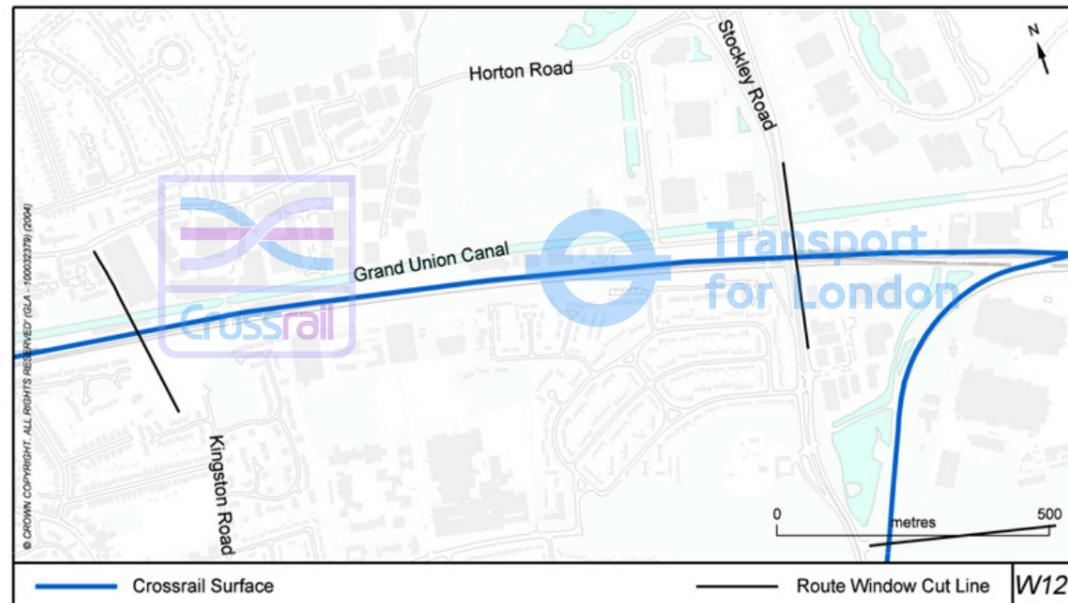


Chapter 15
Route window W12
Kingston Lane bridge and Old Stockley Road
bridge



15 Route window W12 Kingston Lane bridge and Old Stockley Road bridge



Introduction

- 15.1 Within this route window the main Crossrail works will involve:
- Replacing Kingston Lane bridge;
 - Demolishing Old Stockley Road bridge and replacing it with a foot/cycle way; and
 - Minor parapet works to Stockley Road bridge.
- 15.2 There are two worksites that will serve the Kingston Lane bridge works:
- West Drayton to Horton bridge worksite; and
 - Horton bridge worksite.
- 15.3 Stockley Road bridge worksite will serve the works at Old Stockley Road.
- 15.4 It is estimated that replacing Kingston Lane bridge will take approximately 10 months. The Old Stockley Road bridge works are expected to take five and a half months.
- 15.5 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

Kingston Lane bridge

- 15.6 Kingston Lane bridge is located within the London Borough of Hillingdon. It lies within the built-up area of West Drayton adjoining the residential areas to the west and south. The Grand

Union Canal and Horton Road Industrial Estate lie to the north. The land to the southwest immediately adjoining the bridge comprises a vacant clear site under development.

- 15.7 The bridge carries a footway and a segregated cycle way. Surveys showed that 118 pedestrians and 36 cyclists crossed the bridge between the hours of 0700 and 1900 on a weekday.

Old Stockley Road bridge

- 15.8 The Old Stockley Road bridge also lies within the built-up area of West Drayton in the London Borough of Hillingdon.
- 15.9 Old Stockley Road is a one-lane access road via Iron Bridge Road to the employment area southwest of Stockley Park. It can be accessed by traffic travelling northbound only on the A408 Stockley Road. It is one-way between the A408 and its junction with Iron Bridge Road South and the access into Hanson Aggregates.
- 15.10 North of this junction Old Stockley Road continues over the Grand Union Canal. However, this is closed to vehicles. There are two bollards that prevent vehicular access, but pedestrians and cyclists can still use the route over the canal. There is no other vehicular access to Old Stockley Road.
- 15.11 Surveys showed 397 vehicles using Old Stockley Road bridge between the hours of 0700 and 1000. Between the hours of 0700 and 1900, nine pedestrians and 11 cyclists were observed crossing the bridge. The times that they were observed indicate that these are likely to be employees of local businesses.
- 15.12 Iron Bridge Road North and Iron Bridge Road South are two-way and provide links to various employment uses including light industrial units, Stockley Park Management Suite, Jigsaw Day Nursery and Glaxo Smithkline. At the northern end, Iron Bridge Road North forms a roundabout junction with Horton Road, which connects with the A408. Currently, all traffic leaving this area would do so via this roundabout.
- 15.13 East of the roundabout, Horton Road is a two lane dual carriageway between the Iron Bridge Road roundabout and A408 intersection. To the west, Horton Road is single carriageway and leads to West Drayton.

The permanent works

- 15.14 New overhead line equipment will be provided along the Crossrail route. Stockley Road bridge marks the eastern extremity of new OHLE, it already being in place along the remainder of the alignment into London for the Heathrow Express service.

Kingston Lane bridge

- 15.15 In order to accommodate the OHLE, bridge modifications will be required. Kingston Lane bridge will be replaced by a new footbridge immediately to its west. This new bridge will accommodate the utilities that are contained currently by the existing bridge. Once the new bridge is complete, the existing bridge will be demolished; if suitable, some of the excavated material from this will be used for the approach embankment.

Old Stockley Road bridge

- 15.16 At Old Stockley Road bridge, foundations for a new bridge will be piled and the main steel structure will be installed adjacent to the existing bridge. On completion of the new bridge, the existing bridge structure will then be demolished. These works will take about five and a half months to complete.
- 15.17 Some minor parapet works will be required at the adjacent Stockley Road (A408) bridge.

Worksite assessment (group 1)

- 15.18 One worksite is accessed from the south via Kingston Lane and is described below. The lorry route is shown on Map W12 (iv).

Horton bridge worksite

- 15.19 A worksite will be located to the southwest of the bridge in an area of open land to the west of Kingston Lane. This site will be accessed from the northern end of Kingston Lane. Horton bridge worksite is shown on the left in figure 15.1.



Figure 15. 1 Horton bridge worksite

- 15.20 The bridge will only need to be closed for short periods during weekend and overnight possessions for the installation of the new bridge and demolition of the existing. Foot and cycle traffic will be diverted via High Street Bridge (at West Drayton station). This will mean a diversion of approximately 1.25 km for both pedestrians and cyclists.

- 15.21 There are no temporary significant impacts associated with the recommended diversion routes. It is recommended that during weekend closures adequate and appropriate signage be used to notify pedestrians and cyclists about closures and diversions.
- 15.22 No significant traffic and transport impacts have been identified that are associated with this worksite.

Lorry route assessment

- 15.23 Lorry access to the worksite situated to the southwest of the bridge will be from Kingston Lane. The route extends southwards to the junction with Station Road, along Sipson Road and Cherry Lane to the roundabout junction with the A408 Stockley Road.
- 15.24 Peak construction activities at the Horton bridge worksite will occur for a period of approximately two weeks, during which time the number of lorries generated by the worksite will be 10 per day. At other times the typical number of lorries will be approximately two per day.
- 15.25 No significant traffic and transport impacts have been identified as a result of these lorry routes and lorry volumes.

Worksite assessment (group 2)

- 15.26 One worksite is accessed from the north via Horton Road as shown on Map W13 (iv) and is described below. The lorry route is shown on Maps W13 and W12 (iv).

West Drayton to Horton bridge worksite

- 15.27 The proposed location of the contractors' worksite compound is to the northwest of the bridge, as shown in figure 15.2 (immediately right of the tracks). Access to this worksite is via Station Approach, north of West Drayton station in route window W13.
- 15.28 No significant traffic and transport impacts have been identified that are associated with this worksite.



Figure 15.2: West Drayton to Horton bridge worksite

Lorry route assessment

- 15.29 Access to this worksite is from A408 Stockley Road, Horton Road, High Street and Station Approach. The site access is shown in route window W13, figure 14.3.
- 15.30 Peak construction activities at this worksite will occur for a period of approximately two weeks, during which time the number of lorries generated by the worksite will be 10 per day. At other times the typical number of lorries will be approximately two per day.
- 15.31 No significant traffic and transport impacts have been identified as a result of these lorry routes and lorry volumes.

Worksite assessment (group 3)

- 15.32 One worksite within this route window is accessed from the south via the A408 Stockley Road and is described below. The lorry route is shown on Map W12 (iv).

Stockley Road bridge worksite

- 15.33 The area to the right of Old Stockley Road in figure 15.3 shows the location of the southern worksite. Following the closure of Old Stockley Road Bridge lorries will have to leave the worksite and re-join Stockley Road south of the tracks.



Figure 15.3: Stockley Road bridge worksite

- 15.34 Minor modifications will have to be made to the junction to allow lorries to turn left out onto Stockley Road. Lorries will only have to make this movement at the end of the construction period for a short period of time. This will be agreed with the highway authority.
- 15.35 No significant traffic and transport impacts have been identified that are associated with this worksite.

Lorry route assessment

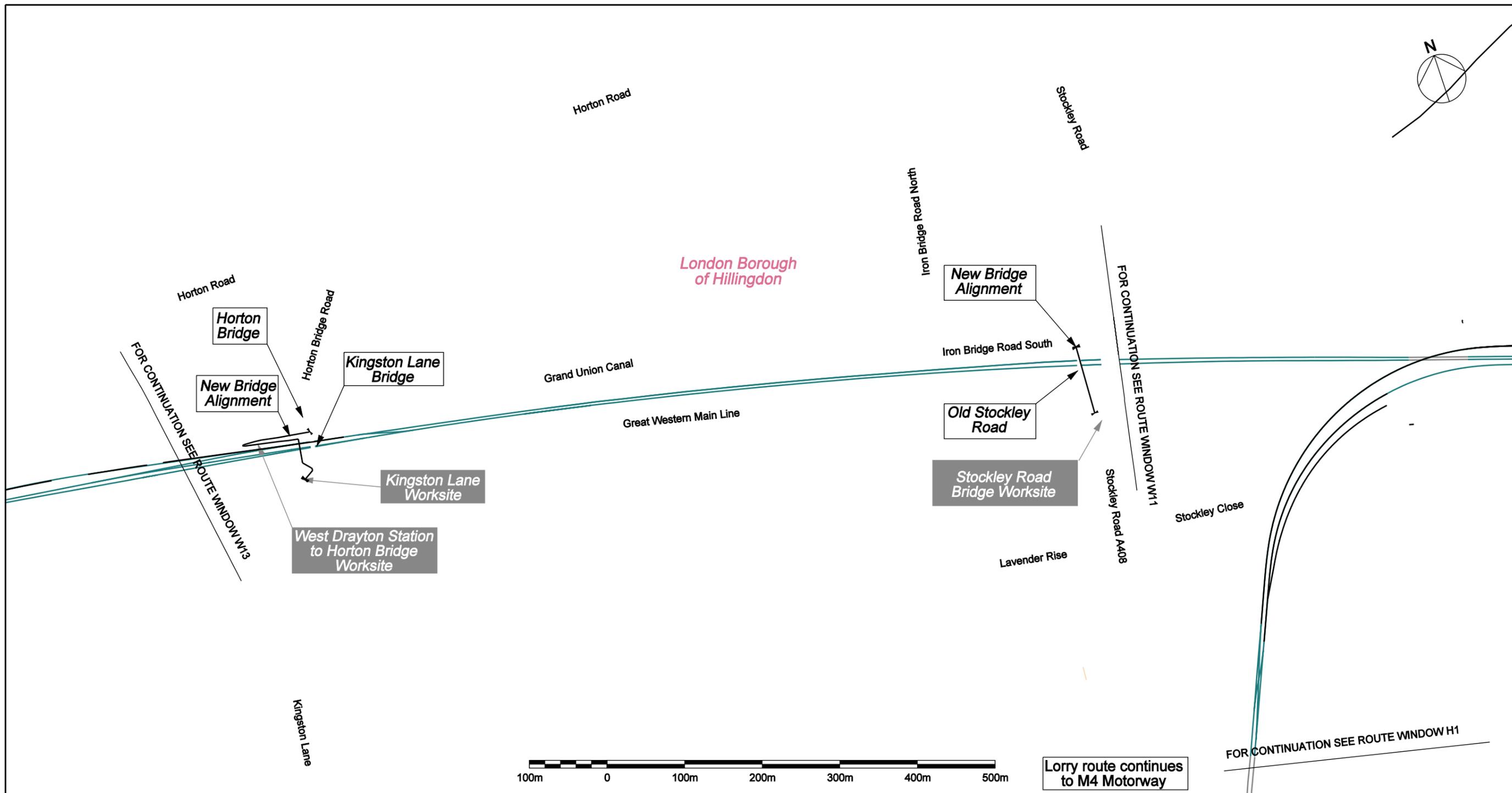
- 15.36 Access to the worksite will be directly from the A408 Stockley Road onto Old Stockley Road. Lorries departing the site will travel via Iron Bridge Road South, Iron Bridge Road North, Horton Road and back onto Stockley Road.
- 15.37 During the whole construction period the number of lorries generated by the construction activities is expected to remain constant at an estimated rate of eight lorries per day.
- 15.38 No significant traffic and transport impacts have been identified as a result of these lorry routes and lorry volumes.

Mitigation and temporary impacts

- 15.39 There are no significant traffic and transport impacts to report in this route window, so no mitigation is required.

Mitigation and permanent impacts

- 15.40 There are no significant impacts regarding the permanent loss of access to vehicular traffic at Old Stockley Road Bridge. The diversion distance for traffic would be less than 1,250 metres.



	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		
	Surface Structure						Pedestrian Diversion Route		
	Sub-Surface Structure						County Boundary		
	Permanent Vehicle Access/Egress						District & Borough Boundary		

* Lorry routes shown between worksites and TLRN/Principal Road Network

**In Greater London



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KINGSTON LANE BRIDGE AND OLD STOCKLEY ROAD BRIDGE TRANSPORT AND ACCESS

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**MAP
W12 (iv)**

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