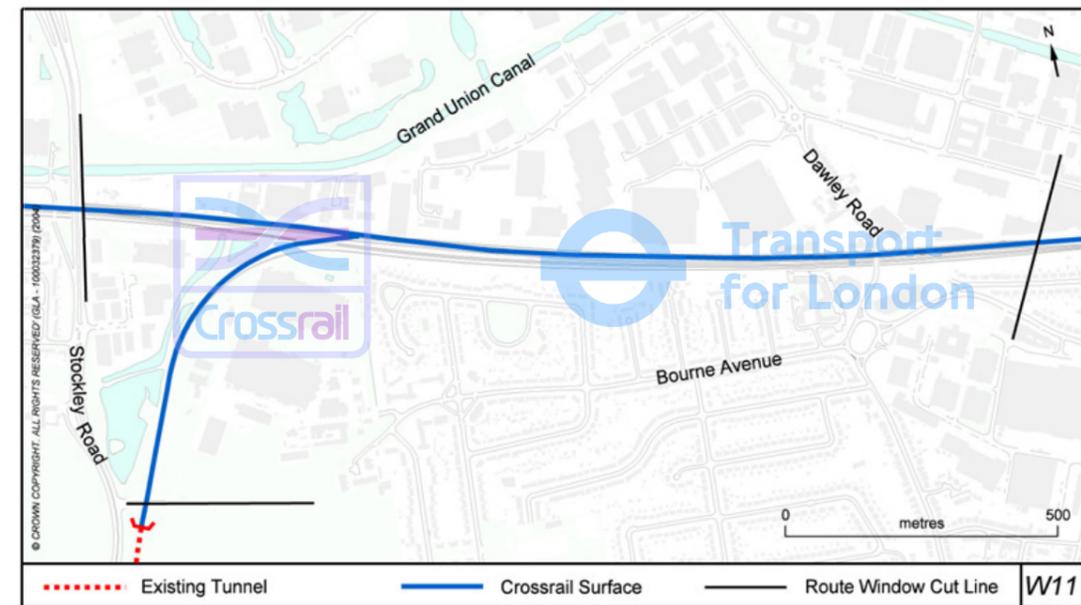


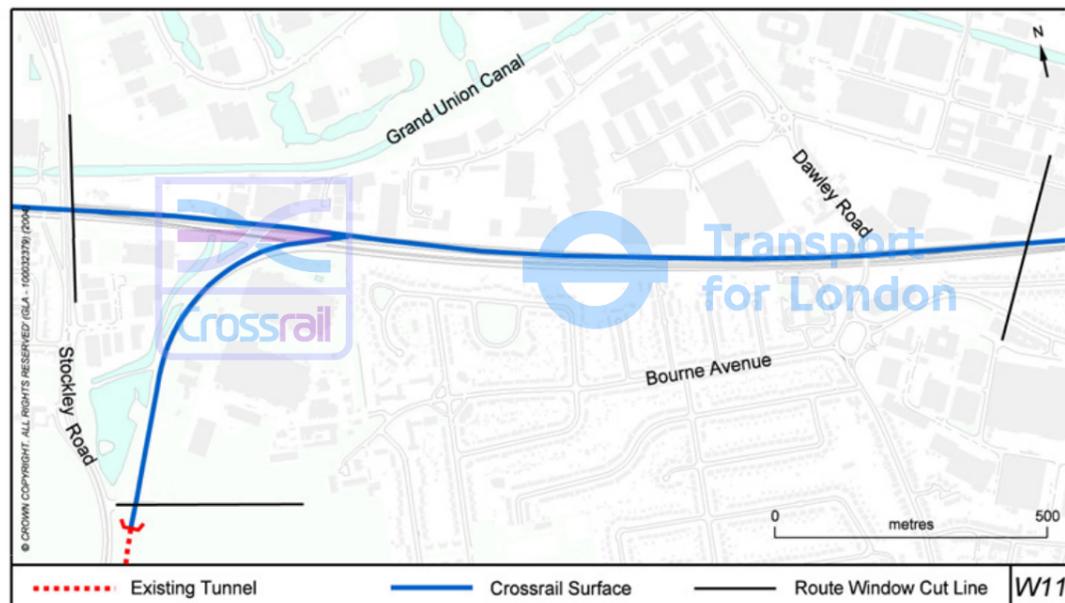
Chapter 16

Route window W11

Stockley flyover



16 Route window W11 Stockley flyover



Introduction

- 16.1 Within this route window the main Crossrail works will involve provision of a new flyover to accommodate the eastbound Crossrail/Heathrow Express line, together with the track realignments associated with this.
- 16.2 There are four worksites that will serve the Stockley Flyover extension works:
- Stockley Close worksite;
 - H G Timber worksite;
 - All Point Packaging worksite; and
 - Dagenham Motors worksite.
- 16.3 It is estimated that the construction of the flyover extension will take three years and nine months.
- 16.4 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

- 16.5 This route window is located within the London Borough of Hillingdon. The Stockley Flyover, that currently carries the eastbound Heathrow Express line over the Great Western main lines, is located in an area of mainly urban land uses: industrial estates are prominent to the north of the railway; to the south, the residential estate of Bourne Farm and the Hayes Repository are the main land uses, together with the Stockley Close industrial estate to the west of the Heathrow line.

The permanent works

- 16.6 In order to create a new rail connection to Heathrow, Crossrail will require major changes to the track layout between the existing Stockley Flyover and Dawley Road bridge, approximately 1 km to its east.
- 16.7 Structures will be built to convey a new track onto a new viaduct along the north side of the existing rail corridor. This northern viaduct will be about 400 m long. At each end of it, new bridge decks over the existing lines will be built. The first of these will be constructed northwest of the existing flyover, about 300 m east of Stockley Road bridge. This western transfer structure will comprise two bridge decks that will carry a new track over all of the low level tracks in the Great Western Main Line corridor. Another small western viaduct will then carry it to a point north of the airport tunnel portal. This new track will accommodate all trains travelling from Heathrow (both Crossrail and Heathrow Express).
- 16.8 At its eastern end, the viaduct widens as the single track diverges into two, opposite Swallowfield Way. An eastern transfer structure will be constructed to accommodate these new tracks and to carry one of them (Heathrow Express) to its new alignment between the existing low-level tracks; the second (Crossrail) track will remain on the north side of the rail corridor. The two tracks will each descend to ground level just west of Dawley Road bridge.
- 16.9 Various track realignments will be required for this new arrangement. Eastbound Heathrow Express trains will be transferred from the existing Stockley flyover onto this new structure. Stockley flyover will then be used to accommodate westbound Crossrail airport trains. Westbound Heathrow Express trains will continue to use their dedicated track on the south side of the rail corridor. Other realignments will be required to take the low-level tracks beneath the new bridge decks.
- 16.10 The new infrastructure will require that the northern edge of the railway boundary will move northwards by up to 20 m between Stockley flyover and Dawley Road bridge.

Worksite assessment (group 1)

- 16.11 One worksite in this route window is accessed from the south via Stockley Road and is described below. The lorry route is shown on Map W11 (iv).

Stockley Close worksite

- 16.12 Stockley Close worksite will be used for the construction of the Heathrow Airport line connection and the construction of the western flyover. A photograph of this worksite is shown in figure 16.1.



Figure 16.1 Stockley Close worksite

H G Timber worksite

16.19 The H G Timber worksite is located on the southern side of Swallowfield Way / Rigby Lane and north of the Great Western Main Line. A photograph of this worksite is shown in figure 16.2.



Figure 16.2: H G Timber worksite

16.13 The proposed location for the contractors' compound is from Stockley Close, where the Wackenhut depot is currently. The worksite extends to the eastern side of the water, please refer to the eastern side of the Stockley Close worksite drawing. A temporary bridge will need to be provided over the water adjacent to where the Wackenhut unit is currently located.

16.14 No significant traffic or transportation impacts have been identified that are associated with this worksite.

Lorry route assessment

16.15 Access to the Stockley Close worksite will be from junction 4 of the M4, the A308 Stockley Road and Stockley Close.

16.16 The overall construction period associated with this worksite is seven months. Peak construction activities will occur for a period of approximately 13 weeks, during which time the number of lorries generated by the worksite will be 22 per day. At other times the typical number of lorries will be approximately 16 per day.

16.17 No significant traffic and transport impacts have been identified as a result of these lorry routes and lorry volumes.

Worksite assessment (group 2)

16.18 Worksites that are located north of the tracks have been grouped together because they share similar lorry routes. A description of worksites and lorry routes are provided below and shown on Map W11 (iv).

16.20 The proposed western flyover, the connecting viaduct and the eastern flyover will be constructed from this and the All Point Packaging worksites.

16.21 No significant traffic or transport impacts have been identified that are associated with this worksite.

All Point Packaging worksite

16.22 The All Point Packaging worksite is located on the southern side of Swallowfield Way / Rigby Lane and north of the Great Western Main Line. A photograph of this worksite is shown in figure 16.3.



Figure 16.3: All Point Packaging worksite



Figure 16.4: Dagenham Motors worksite

- 16.23 The proposed western flyover, the connecting viaduct and the eastern flyover will be constructed from this and the H G Timber worksites.
- 16.24 No significant traffic or transport impacts have been identified that are associated with this worksite.

Dagenham Motors worksite

- 16.25 The Dagenham Motors worksite is located immediately north of the Great Western Main Line, bounded to the east by Dawley Road and DHL warehouses to the north. Dagenham Motors worksite is shown in figure 16.4. The Dagenham Motors site will be used to construct a ramp for the Heathrow Express track.
- 16.26 No significant traffic or transport impacts have been identified that are associated with this worksite.

Lorry route assessment

- 16.27 Access to the above three worksites will be from the A312 The Parkway, North Hyde Road and the A437 Dawley Road. Access to the Dagenham Motors worksite will be directly from Dawley Road. Access to the other worksites will be from Swallowfield Way, which becomes Rigby Lane at the western end. Three existing junctions will provide access from Rigby Lane to the worksites. The easternmost access will be for arrivals as it is southbound only. The lorries will leave the site by travelling northbound onto Rigby Lane.
- 16.28 Peak construction activities at the H G Timber worksite will occur for a period of approximately 10 months, during which time the number of lorries generated by the worksite will be 22 per day. At other times the typical number of lorries will be approximately 14 per day.
- 16.29 Peak construction activities at the All Point Packaging worksite will occur for a period of approximately 10 months, 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 six per day.
- 16.30 There will only be a marginal net increase in lorries along Swallowfield Way as the proposed worksites will occupy industrial units that currently have lorry deliveries.
- 16.31 Peak construction activities associated with the Dagenham Motors worksite will occur for a period of approximately 12 months, during which time the number of lorries generated by the worksite will be 12 per day. At other times the typical number of lorries will be approximately eight per day.
- 16.32 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

16.33 There are no significant traffic and transport impacts in this route window, so no mitigation is required.

Mitigation and permanent impacts

16.34 There are no significant permanent impacts in this route window.

Great Western Main Line

Dawley Road A437

Stockley Flyover Extension

Dawley Road A437

North Hyde Road A437

	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



www.crossrail.co.uk

STOCKLEY FLYOVER TRANSPORT AND ACCESS

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MAP
W11 (iv)

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