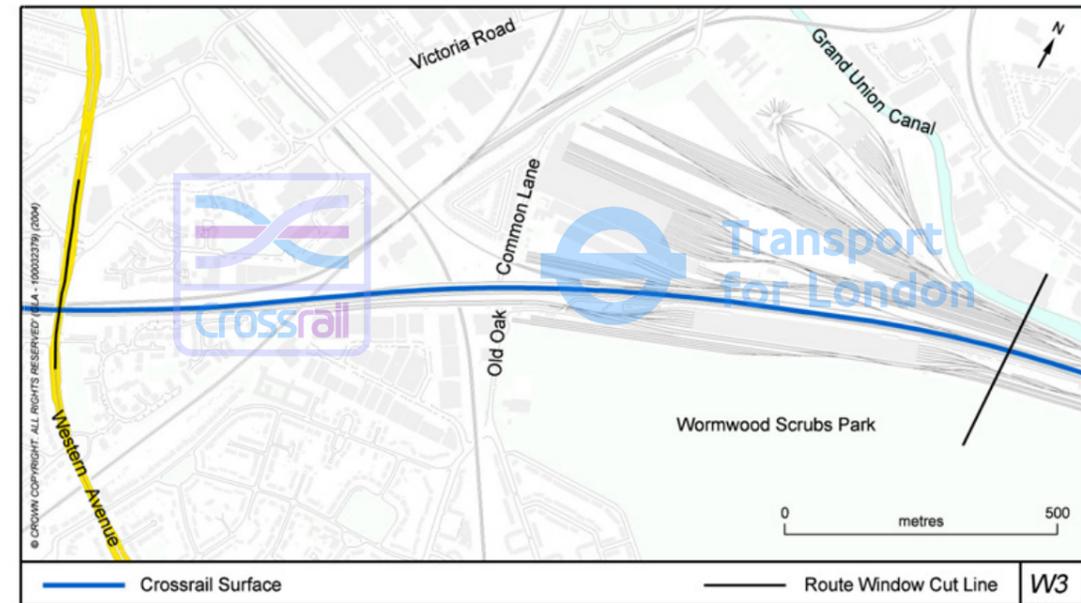


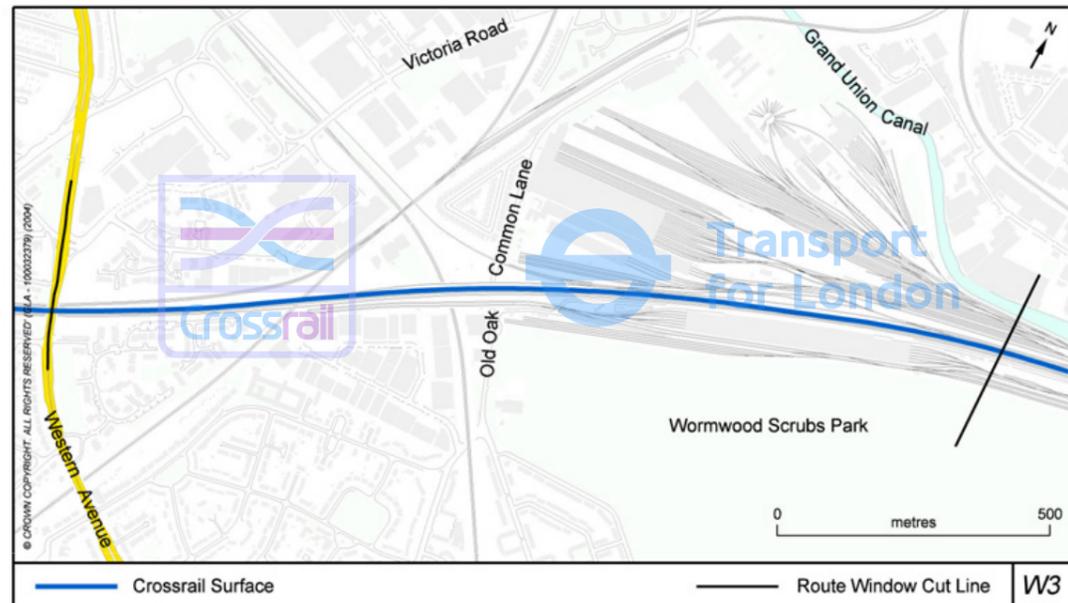
Chapter 24

Route window W3

Old Oak Common Depot



24 Route window W3 Old Oak Common depot



Introduction

- 24.1 Within this route window the main Crossrail works will involve:
- Track re-modelling to provide 14 new Crossrail sidings; and
 - Provision of a train washing plant within Old Oak Common depot.
- 24.2 All the works within this route window are contained within the Old Oak Common depot.
- 24.3 It is expected that the works at Old Oak Common will take approximately three years.
- 24.4 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

- 24.5 This route window is located within the London Boroughs of Ealing and Hammersmith & Fulham. Old Oak Common is an extensive site comprising stabling sidings, engine sheds and workshops; the works area is confined to the central part of the existing stabling yard. The broad railway corridor contains large engine sheds. Access is from a priority junction on Old Oak Common Lane.
- 24.6 The surrounding area is dominated by industry and industrial estates. Small pockets of residential development are located to the west along Shaftesbury Gardens and Wells House Road, and to the south of Wormwood Scrubs Park.

The permanent works

- 24.7 The permanent works will consist of 14 new Crossrail stabling sidings within the site of Old Oak Common depot. A further siding incorporating a train washing facility will also be provided. The sidings will be overhead electrified and located between the existing English Welsh & Scottish and First Great Western depots on a section of land known as the Coronation Sidings. This will require some remodelling of existing trackwork to accommodate the needs of other existing users within the depot. The site will also include a staff accommodation building.
- 24.8 Before the construction of the sidings the site will also be used temporarily as a tunnel construction and fit-out depot.

Worksite assessment

- 24.9 One worksite is directly accessed off Old Oak Common Lane and is described below. The lorry route is shown on Map W3 (iv).

Old Oak Common depot worksite

- 24.10 Works at Old Oak Common are to be carried out from Coronation sidings within the existing footprint area of the depot. Trackwork materials will generally be brought into the site by rail, using appropriate existing trackwork as a railhead. During construction any disruption to other railway operators on the site will be kept to a reasonable minimum.
- 24.11 Excavated/demolition materials and civil and structural materials (steel and concrete) will be transported into and out of the site by road using the existing depot access on Old Oak Common Lane.
- 24.12 There will be no temporary significant impacts as a result of the worksite in this route window.

Lorry route assessment

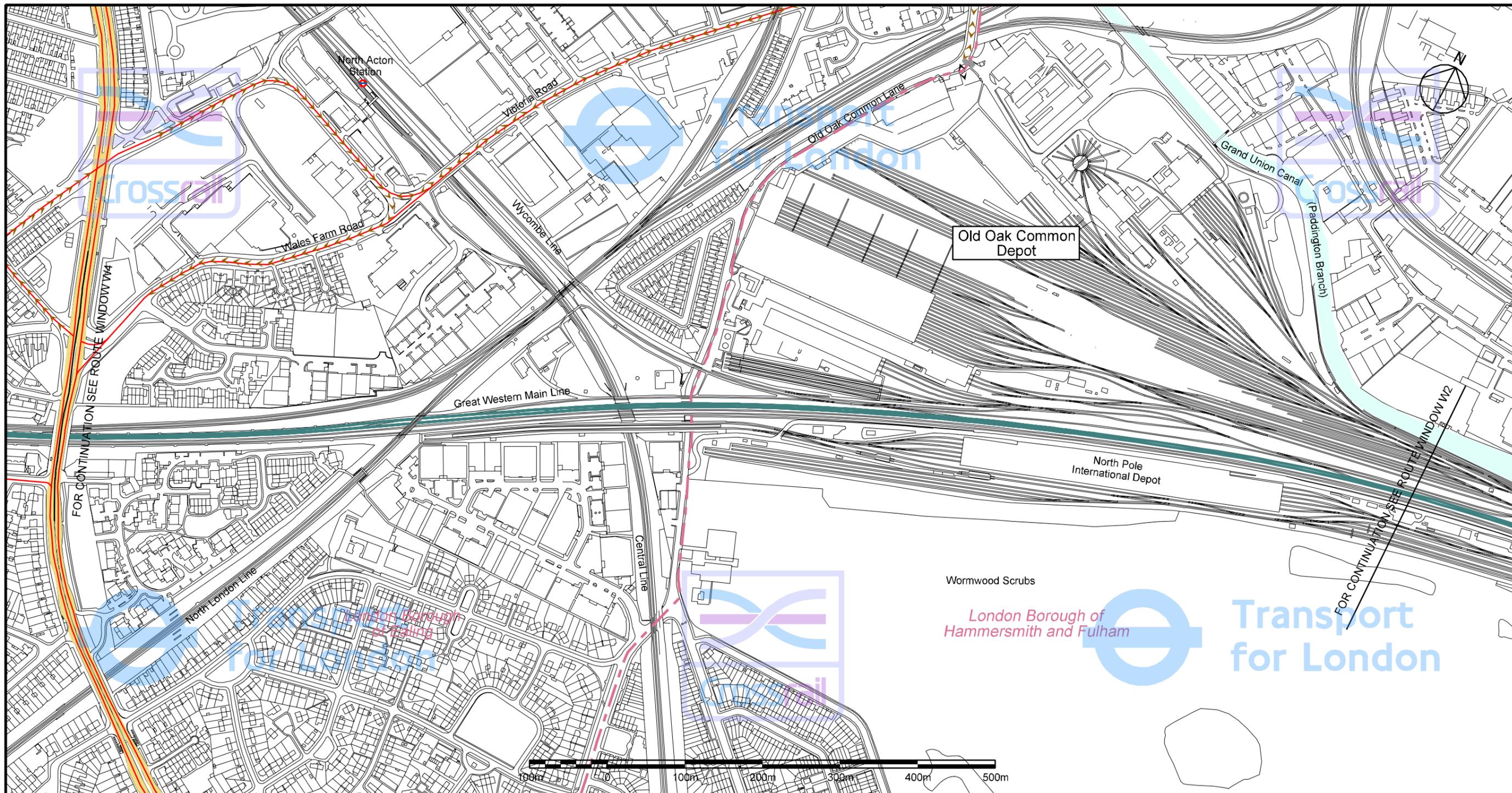
- 24.13 The proposed lorry route will be from the A40 Western Avenue, Victoria Road and Old Oak Common Lane. The route back to the TLRN will be via Wales Farm Road.
- 24.14 The peak construction period during the Old Oak Common works will be for approximately four weeks, during which time the number of two-way lorry trips generated by the worksite will be eight per day. At other times the average number of daily lorry trips will be approximately six.
- 24.15 During the central London tunnel fit-out phase there will be 32 lorries per day during the peak construction period of four weeks. The assessment has been undertaken based on lorry numbers during the fit-out phase as this represents the most robust case.
- 24.16 No significant traffic or transport impacts have been identified as a result of these proposed routes and lorry volumes.

Mitigation and temporary impacts

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

Mitigation and permanent impacts

24.18 There are no permanent significant impacts in this route window. The depot will attract a maximum of about 75 vehicle trips per day. This is based on a robust assessment assuming all train crew, cleaning staff and maintenance staff are all travelling by car or van to and from the site each day. This would not have any adverse impacts on the highway network.



	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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OLD OAK COMMON DEPOT TRANSPORT AND ACCESS

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**MAP
W3 (iv)**

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