

Chapter 29
Principal findings and conclusions
Eastern route section

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29.1 This chapter presents the principal findings and conclusions of the temporary and permanent traffic assessment for Crossrail.

Overview

29.2 It is inevitable with a project of this scale that there will be adverse impacts on traffic and transport, particularly temporary ones during construction. These impacts need to be considered within the context of the overall objectives of the project and the transportation and other benefits it will produce.

29.3 Traffic and transport issues have been examined throughout the route development and construction planning processes. Consultation with affected stakeholders has been undertaken by the project to ensure that key potential impacts were identified and discussed at an early stage, and, where possible, appropriate mitigation agreed in principle. This has resulted in a number of changes that have mitigated many of the potential significant impacts. Nevertheless, despite these efforts, a number of significant negative impacts, mainly temporary, remain. These negative residual impacts need to be balanced against the many positive impacts of the project both in transport terms and as a catalyst for redevelopment and regeneration.

Temporary impacts – Eastern route section

29.4 The construction processes associated with the Crossrail project in the eastern route sections will result in a number of temporary negative traffic and transport impacts, primarily associated with the setting-up and operation of the worksites. No significant negative impacts relating to the transportation of materials to and from the worksites have been identified as mitigation of potential significant impacts, as outlined below, occurred as part of the assessment process.

29.5 In the northeastern branch the majority of the adverse temporary significant impacts relate to the loss of public parking for worksites needed to undertake platform extensions. The small-scale nature of this work, however, means that lorry traffic is not likely to be an issue in the northeast branch. This is also the case at Ilford and Romford stations. At these stations, substantial station reconstruction is required, but the necessity of keeping the stations operational has resulted in construction over a long period with low daily construction traffic flows. Disruption to passengers at these stations will be minimised.

29.6 Over the full length of the northeast alignment, there are six temporary residual significant impacts during the construction phase. Five of them relate to temporary loss of car parking facilities, and one to delays to vulnerable road users due to a pedestrian diversion.

29.7 The southeastern branch of the eastern route section involves more substantive work as it necessitates the construction of the underground tunnels, the tunnel portals, intermediate shafts and new Crossrail stations at Custom House and Abbey Wood. As with the northeastern branch, the vast majority of the temporary significant impacts are associated with the setting up and operation of the worksites, in particular the loss of private parking and servicing. The potential impacts arising from the transportation of materials to and from the worksites have been

mitigated by the careful selection of lorry routes and the proposed use of barges for the transportation of excavated material from the tunnel construction taking place in this route section.

29.8 On the southeastern route, there are route-wide impacts on passengers arising from the number of overnight and weekend rail possessions required in association with the provision of an additional two tracks to accommodate Crossrail between Plumstead and Abbey Wood. Otherwise, disruption to passengers at stations will be minimised throughout the construction works.

29.9 Over the full length of the southeast alignment, there are nine temporary residual significant impacts during the construction phase. Five of these relate to temporary loss of car parking or and servicing facilities, one to traffic delays, one to a pedestrian diversion, one to public transport delay and one to impacts on interchange.

29.10 Details of the types of impact expected to arise during construction for the eastern routes are set out below.

Significant impacts

Parking and loading

<i>Goodmayes station</i>	NE6	Loss of private parking
<i>Romford</i>	NE9	Loss of private parking
<i>Harold Wood</i>	NE12	Loss of station parking
<i>Brentwood</i>	NE15	Loss of public parking
<i>Shenfield</i>	NE17	Loss of station parking
<i>Blackwall Way</i>	SE1	Loss of private parking
<i>ExCeL centre</i>	SE2	Loss of private lorry parking
<i>Arsenal Way</i>	SE5	Loss of private parking and servicing
<i>Abbey Wood</i>	SE8	Loss of station and other public parking
<i>Abbey Wood</i>	SE8	Loss of access to private parking

Traffic levels and delays to vehicle occupants

<i>Abbey Wood</i>	SE8	Delays on Harrow Manorway flyover and Felixstowe Road
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Vulnerable road user delay and loss of amenity

<i>Ilford station</i>	NE4	Pedestrian diversion
<i>Plumstead Portal</i>	SE6	Pedestrian diversion

Public transport delay

<i>Plumstead to Abbey Wood</i>	SE8	Many weekend and minor rail possessions leading to delays for rail travellers
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Disruption to interchange

<i>Abbey Wood</i>	SE8	Disruption to interchange for bus users
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Permanent impacts – Eastern route sections

- 29.11 The significant operational impacts of Crossrail highlight the journey time benefits available for passengers on most routes. A small proportion of station-to-station journeys will experience significant journey time increases where Crossrail replaces limited stop services with stopping services. Crossrail services will attract a significant increase in passengers at nearly all stations.
- 29.12 There are a total of twenty-four significant permanent impacts, seventeen of which are beneficial impacts and seven are adverse impacts. Thirteen impacts arise due to journey time savings for public transport users, two are new access for mobility impaired passengers and two are pedestrian benefits. One impact is journey time disbenefits to public transport users and six are loss of parking.
- 29.13 Details of the types of permanent impact expected to arise for the east are set out below.

Significant impacts

Public transport

<i>Stratford</i>	NE1	Journey time benefits
<i>Maryland</i>	NE1	Journey time disbenefits
<i>Forest Gate</i>	NE2	Journey time benefits
<i>Manor Park</i>	NE3	Journey time benefits
<i>Ilford</i>	NE4	Journey time benefits
<i>Seven Kings</i>	NE5	Journey time benefits
<i>Goodmayes</i>	NE6	Journey time benefits
<i>Chadwell Heath</i>	NE7	Journey time benefits
<i>Gidea Park</i>	NE10	Journey time benefits

<i>Harold Wood</i>	NE12	Journey time benefits
<i>Brentwood</i>	NE15	Journey time benefits
<i>Shenfield</i>	NE17	Journey time benefits
<i>Custom House</i>	SE2	Journey time benefits
<i>Abbey Wood</i>	SE8	Journey time benefits
<i>Pedestrian benefits</i>		
<i>Church Manorway Bridge</i>	SE7	Benefits for mobility impaired persons and cyclists at Church Manorway bridge
<i>Church Manorway Bridge</i>	SE7	Benefits for mobility impaired persons and cyclists at Bostall Manorway bridge

Station and interchange impacts

<i>Custom House</i>	SE2	New access for mobility impaired passengers
<i>Abbey Wood</i>	SE8	New access for mobility impaired passengers

Parking and loading

<i>Harold Wood</i>	NE12	Loss of station car parking
<i>Blackwall Way</i>	SE1	Loss of private parking
<i>Custom House station</i>	SE2	Loss of private lorry parking at ExCeL
<i>Woolwich Arsenal</i>	SE5	Loss of private office parking
<i>Abbey Wood</i>	SE8	Loss of station car parking
<i>Abbey Wood</i>	SE8	Loss of access to private parking

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