



CROSSRAIL INFORMATION PAPER

D6 – CONSTRUCTION TRAFFIC

This paper sets out the proposed framework for the control of traffic associated with the construction of Crossrail.

It will be of particular relevance to those in the vicinity of the proposed Crossrail works.

This is not intended to replace or alter the text of the paper itself and it is important that you read the paper in order to have a full understanding of the subject. If you have any queries about this paper, please contact either your regular Petition Negotiator at CLRL or the Crossrail helpdesk, who will be able to direct your query to the relevant person at CLRL. The helpdesk can be reached at:

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1. Introduction

1.1 This Information Paper sets out the proposed framework for the control of traffic associated with the construction of Crossrail. It includes a brief summary of the assessment of construction traffic impacts included in the Crossrail Environmental Statement (ES¹).

1.2 This paper should be read in conjunction with the following Information Papers:

- D1, Crossrail Construction Code;
- D2, Control of Environmental Impacts;
- D3, Excavated Material and Waste Management Strategy; and
- D19, Highways and Traffic During Construction — Legislative Provisions

2. Background

2.1 The construction of a project of the scale of Crossrail will require the removal and delivery of large quantities of materials throughout the route. The project is expected to generate some eight million cubic metres of excavated materials and construction waste. The project policy is to reuse and recycle as much of this material as possible. On the assumption that material is taken to disposal sites, it is expected that about 30 per cent of the excavated material to be removed from worksites will be transported by rail, 15 per cent by barge and the remainder by road.

2.2 Deliveries will include an estimated 1.1 million cubic metres of concrete, 140,000 tonnes of steel reinforcement and 140km of rail. The delivery of materials such as ballast, sleepers and rails is expected to be mainly by rail.

3. Environmental Impacts of Construction Traffic

3.1 The ES identifies the environmental impacts of construction traffic. Lorry numbers and frequency of lorry movements were forecast using estimated quantities of materials to be transported and the likely construction programme. Lorries were assigned to routes providing the most suitable links from worksites to the main road network. These routes have been identified in consultation with relevant local authorities and Transport for London.

3.2 The assessment of construction traffic focused on the following issues:

- delays for drivers, pedestrians, cyclists and public transport users due to a temporary increase in vehicular traffic;

¹ The term 'Environmental Statement' refers to the Environmental Statement deposited with the Crossrail Bill in February 2005, the four Environmental Statements accompanying the Additional Provisions, the four Supplementary Environmental Statements submitted during the passage of the Bill, and their Non-Technical Summaries and errata, which together comprise the Crossrail Environmental Statement. The term 'the Main ES' refers specifically to the Environmental Statement produced (with its Non-Technical Summary) in February 2005. See <http://billdocuments.crossrail.co.uk/>.

- changes in accidents and safety, parking and loading and public transport interchange resulting from construction traffic; and
- changes in noise levels and air quality as a result of additional vehicular traffic.

3.3 Criteria were developed to identify significant impacts based on estimated increases in traffic levels resulting from construction traffic movements. These took account of current guidance and standards as well as criteria developed for recent major railway projects, in particular the Channel Tunnel Rail Link.

3.4 Estimated numbers of lorry movements formed the basis for the assessment of community, noise and air quality impacts arising from lorry traffic. Predicted changes in road traffic noise were made with reference to the Calculation of Road Traffic Noise (CRTN), published by the Department of Transport and the Welsh Office in 1988. The assessment of changes in air quality resulting from vehicle emissions used the guidance set out in Volume 11 of the Design Manual for Roads and Bridges (DMRB) published by the Highways Agency in 2003.

3.5 Where worksites are proposed to be in close proximity to each other, as in central London, cumulative traffic impacts on local roads were assessed. As the majority of lorry movements will arise from the transfer of excavated and waste materials to disposal sites from the central London worksites, this assessment was extended to consider the possible cumulative impacts on the Transport for London Road Network and the strategic road network.

4. The Framework for the Control of Construction Traffic

4.1 The Crossrail Bill provides for the control of construction traffic by qualifying local authorities (see Information Paper D19, Highways and Traffic During Construction — Legislative Provisions for further details). The routes to be used by large goods vehicles must be approved by qualifying authorities². The consent of the relevant highway authority is required for the provision of any new or altered worksite access to and from a highway if this is not as shown on the deposited plans (approval by the highway authority of plans and specifications is required in any case). The highway authority must also be consulted (and in some cases consent sought) before works affecting highways or traffic can be undertaken.

4.2 The Crossrail Construction Code (for further information see Information Paper D1, Crossrail Construction Code) will require traffic management and lorry management plans to be prepared in liaison with highway and traffic authorities and the emergency services. These will, as appropriate, include:

- The local routes to be used by large goods vehicles including lorry holding areas, lorry route signing strategy and means of monitoring lorry use;

² a vehicle which has a permissible maximum weight in excess of 7.5 tonnes, to a working or storage site, a site where the vehicle's load will be reused, or a waste disposal site. No approvals are required in relation to transportation on motorways or trunk roads, or in relation to a site where the number of large goods vehicle movements, whether to or from, does not exceed 24 on any day

- worksite boundaries and main access/egress points;
- temporary and permanent closures and diversions of highways and public rights of way; and
- the strategy for traffic management.

4.3 The Code will also cover measures to control mud on the highway, vehicle parking (including parking by nominated undertaker and contractor staff) and the transfer of excavated material and waste to approved disposal sites.

5. Consultation

5.1 The Highways and Traffic Sub-Group of the Crossrail Planning Forum acts as an overarching focus for consultation and liaison on highways and traffic issues. It will consider general construction traffic issues and the procedures for obtaining necessary consents once construction commences.

5.2 Liaison will continue on a more local basis during construction to discuss specific day-to-day construction traffic management issues as they arise through traffic liaison groups. This will involve the nominated undertaker, the Crossrail contractor(s), relevant highway authorities, the emergency services, and bus operators (and also taxi representatives as necessary).