



CROSSRAIL INFORMATION PAPER

D20 – TRAFFIC MANAGEMENT DURING CONSTRUCTION

This paper sets out the traffic management measures that may be necessary during the Crossrail works, and outlines the process which will ensure that affected residents, businesses and others are informed.

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:

Crossrail
FREEPOST
NAT6945
London
SW1H 0BR

Email: helpdesk@crossrail.co.uk
Telephone: 0845 602 3813

APPROVED

Version 2 – 20/11/07



D20 – TRAFFIC MANAGEMENT DURING CONSTRUCTION

1. Introduction

- 1.1 This Information Paper sets out the traffic management measures that may be necessary during the Crossrail works, and outlines the process which will ensure that affected residents, businesses and others are informed.
- 1.2 This paper should be read in conjunction with Information Paper D6, Construction Traffic and D19, Highways and Traffic During Construction – Legislative Provisions.

2. Crossrail Works

- 2.1 Crossrail's route has four distinct sections: a Central route section which includes central and inner London (bounded in the west at Westbourne Park and in the east with Lea Valley), a Western section between Maidenhead and Westbourne Park, a North-eastern section between Stratford and Shenfield and a South-eastern section between the Blackwall Tunnel and Abbey Wood.
- 2.2 The majority of the works on the western, north-eastern and south-eastern sections of the route are within existing railway corridors, with works limited to existing station improvement including the lengthening of platforms.
- 2.3 The south-eastern section includes a significant amount of tunnelling.
- 2.4 A number of over-bridges on the western section of the route will have to be modified or replaced to accommodate new overhead line electrification. In some instances the works on these bridges will require temporary road closures and diversions. In all cases diversions and closures will be kept to a minimum in terms of both duration and diversion length to minimise disruption. The programming of bridge works will be devised so that works which significantly affect traffic or pedestrians will not take place concurrently at adjacent bridges, as far as reasonably practicable.
- 2.5 The bulk of the works in the central section will be tunnelling but with major surface works for the construction of new underground stations and shafts. It is, therefore, in the central section that Crossrail works will have the most impact on the highway in terms of traffic delay, pedestrian movement and loss of parking. At Paddington for example, the Crossrail station is to be built in a cut and cover box under Eastbourne Terrace. A worksite for Bond Street station will occupy half of Hanover Square. At Tottenham Court Road the eastern ticket hall is to be built under the northern section of Charing Cross Road, requiring phased traffic management. The construction of the western ticket hall at Liverpool Street will require lane closures in Moorgate.
- 2.6 In addition, local diversions and lane closures will be necessary for utilities diversion works many of which will be undertaken prior to the commencement of the main works.

3. Traffic Management Measures

3.1 There will be a wide range of temporary traffic management measures required to facilitate Crossrail works. These will include:

- Pedestrians – narrowing or temporary closure of footways and footpaths with signed diversions;
- Rail passengers – alterations to station entrances and exits and circulation within stations;
- Cycles – local signed diversions, relocation of parking;
- Buses – diversion of bus routes; suspension and relocation of bus stops and stands;
- Taxis – relocation of ranks, pick up and set down;
- Traffic -
 - Road closures with signed diversions;
 - Lane closures;
 - Local shuttle working under traffic signal control;
 - Introduction of one-way streets and banned turns (and possibly reversing flows and removal of banned turns);
 - Changes to traffic signal timings;
 - Temporary speed limits
- Parking - Suspension and (where possible) relocation and/or reallocation of parking bays;
- Equestrians - narrowing or temporary closure of bridleways with signed diversions

3.2 All temporary traffic management will be implemented and maintained in accordance with relevant guidance and codes such as Chapter 8 of the Traffic Signs Manual, and with “Safety at Street Works and Road Works (both by Department for Transport) and with due regard for the needs of persons with reduced mobility.

4. Planning of Traffic Management

4.1 Before the start of construction, Traffic Management Plans will be prepared (as part of the proposed Environmental Management Plans) which will provide more details of the division of the project into contract areas, the likely construction programme and the general strategy for traffic management. Once contractors have been appointed, regular traffic liaison meetings will be arranged with highway authorities and the Police, bus operators (taxi trade representation as appropriate) and other emergency services as appropriate. These meetings will provide an opportunity for contractors to present proposals for future works affecting the highway including methods of construction and proposed programme and for a review of the associated traffic management requirements. The objective will be to achieve concurrence on a scheme prior to a formal submission to the relevant highway authority under the Bill.

- 4.2 The planning of the works will include consideration of the access and servicing requirements of affected residential and commercial premises. Access and servicing will be maintained as far as reasonably practicable, within the constraints of the works and the need to ensure the safety of the public, although this may involve diversions, temporary traffic controls and the use of temporary footways and roadways.
- 4.3 The nominated undertaker will require contractors to undertake regular communication with parties affected by the works. Local residents and businesses will be informed in advance of the dates and durations of closures and will be provided with details of diversion routes at least two weeks in advance or when final details are available.
- 4.4 Some traffic management proposals may require Traffic Regulation Orders under the Road Traffic Regulation Act 1988 to cover measures such as the introduction of one-way streets, banned turns, temporary speed limits and the suspension of parking places. These will be discussed at the liaison meetings and applications for these Orders will be made to the relevant traffic authority.

5. Crossrail Bill Powers

- 5.1 Paragraph 5 of Schedule 3 to the Crossrail Bill will allow the nominated undertaker, for the purposes of constructing or maintaining Crossrail to:
- temporarily stop up or alter or divert any highway or part of a highway;
 - for any reasonable time divert traffic from, and prevent persons passing along, any highway or part of highway; and
 - break up or interfere with any highway or part of a highway.
- 5.2 For the highways listed in paragraph 5 of Schedule 3 to the Bill there is a requirement to consult the local highway authority with a view to ensuring public safety and, as far as reasonably practicable, to reduce public inconvenience. For highways not listed there is a requirement to obtain the consent of the local highway authority. This consent cannot be unreasonably withheld, but may be given subject to reasonable conditions in the interest of public safety and convenience. A request for consent is deemed to have been given if it has not been given or refused within 28 days.
- 5.3 In addition there is a requirement that reasonable access to premises for pedestrians is maintained from highways affected by the works.
- 5.4 Detailed procedures for the seeking of consents will be developed in consultation with the highway authorities via the Highways and Traffic Sub-Group. It is likely that these will be based on the procedures successfully adopted for other major rail projects such as the Channel Tunnel Rail Link.

6. Other Relevant Information Papers

- C7, Access to Residential and Commercial Property During Construction
- D1, Crossrail Construction Code

- D2, Control of Environmental Impacts
- D6, Construction Traffic
- D19, Highways and Traffic During Construction – Legislative Provisions
- F3, Community Relations