

**SCHEDULE 7
CONSTRUCTION ARRANGEMENTS
ROAD TRANSPORT**



Crossrail Limited Works
Crossrail Act 2008
City of Westminster
Construction Arrangements
Road Transport
Ref: WES/1/1

Written Statement

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For Information



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1. Introduction

1.1 Scope of this Written Statement

This Written Statement applies to the request for approval of the Construction Arrangements (Road Transport) (submission number WES/1/1) for the enabling works and structural construction phases of the Crossrail Act 2008 works, to be out carried at Crossrail worksites situated in the City of Westminster.

1.2 Introduction to Crossrail

Crossrail is a major new cross-London rail link project that has been developed to serve London and the southeast of England. Crossrail will support and maintain the status of London as a World City by providing a world class transport system. The project includes the construction of a twin-bore tunnel on a west-east alignment under central London and the upgrading of existing National Rail lines to the east and west of central London. The project will enable the introduction of a range of new and improved rail journeys into and through London.

It includes the construction of seven central area stations, providing interchange with London Underground, National Rail and London bus services, and the upgrading or renewal of existing stations outside central London. Crossrail will provide fast, efficient and convenient rail access to the West End and the City by linking existing routes from Shenfield and Abbey Wood in the east, with Maidenhead and Heathrow in the west. Crossrail will be a significant addition to the transport infrastructure of London and the southeast of England. It will deliver improved services for rail users through the relief of crowding, faster journeys and the provision of a range of new direct journey opportunities. The project will also have wider social and economic benefits for London and the southeast of England.



1.3 Crossrail Act Works, City of Westminster

This submission relates to the Construction Arrangements for the enabling and main construction works at Crossrail worksites in the City of Westminster.

The specific matter to which the submission relates is:

‘Routes by which anything is to be transported on a highway by large goods vehicle to a working or storage site, a site where it will be re-used, or a waste disposal site’

The main works to be undertaken in the City of Westminster for the construction of Crossrail comprise:-

- Royal Oak Portal;
- Westbourne Park Footbridge;
- Paddington Station;
- Bond Street Station (Western and Eastern Ticket Halls);
- Bond Street Station (LUL station upgrade); and
- Tottenham Court Road (Western and Eastern Ticket Hall (part)).

This written statement provides the City of Westminster with background information to assist with the determination of the request for approval but is not for approval itself.

1.4 Planning Regime

The Crossrail Act 2008 provides powers for the construction and operation of Crossrail. Schedule 1 of the Act describes the ‘scheduled works’ that the nominated undertaker will be authorised to carry out. A number of the scheduled works included in the Act are in the City of Westminster.

The Act deems planning permission is to be granted for the works authorised by it, subject to the conditions set out in Schedule 7. Schedule 7 includes conditions requiring various matters be subject to the approval of the relevant local authority.



This is, therefore, a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions and the issues that the local planning authorities (LPAs) can have regards to in determining requests for approval.

There are two types of submission that can be made by the nominated undertaker under Schedule 7.

- Permanent works
- Temporary works

The details of the permanent works that will be submitted are commonly referred to as 'plans and specifications' (reflecting the description within paragraphs 6, 15 and 21 of Schedule 7), whilst the temporary works details to be submitted are commonly referred to as 'construction arrangements' (reflecting the description in paragraphs 7, 16 and 22 of Schedule 7).

This document includes information supporting the Construction Arrangements submission in relation to Road Transport. It does not relate to the following matters which will be subject to other Construction Arrangement submissions:-

- Handling of re-usable spoil and topsoil;
- Storage sites;
- Construction Camps;
- Screening;
- Artificial lighting;
- Suppression of dust.

Crossrail Ltd is the Nominated Undertaker (NU) for all the works in the City of Westminster except for works to upgrade London Underground Ltd (LUL) stations at Tottenham Court Road (TCR) and Bond Street. LUL is the Nominated Undertaker for these works. The LMP includes information on all lorry routes in the City of Westminster but separate Schedule 7 submissions will be made by each NU for approval of its routes. CRL will be using the same lorry routes as LUL at TCR because of its works at Goslett Yard. There are, however, routes to the Bond Street station upgrade works which only LUL will use and for which they will make a separate submission.

At Royal Oak Portal, the Royal Oak West worksite is located within the boundaries of both of the City of Westminster and the Royal Borough of Kensington and Chelsea. Submissions for approval of the lorry routes to this worksite are made to both authorities.



1.5 Other Approvals

In addition to the planning approvals set out above, the enabling and structural construction works will require other approvals from:

- The City of Westminster relating to environmental health, highways and traffic;
- The Environment Agency (EA) relating to environment and for works which would be likely to affect any surface or groundwater resource;
- Natural England relating to ecological issues;
- Associated consents from the Royal Borough of Kensington and Chelsea.

Applications for these approvals will be made by CRL or the nominated undertaker under the appropriate statutory and legal framework.



2. Lorry Management Plan

The Lorry Management Plan for the City of Westminster (document number CR-PN-WES-X-IP-00003) was provided with the Schedule 7 construction arrangements submission for Royal Oak/Westbourne Park in June 2009 (Reference WES/2/1).

The purpose of the Lorry Management Plan is to describe lorry routes to and from Crossrail construction worksites and to provide the supporting information for a formal submission to the City of Westminster, for approval of routes, under Schedule 7 of the Crossrail Act.

Descriptions of Crossrail construction worksites within the City of Westminster are contained in Section 2.11 of the Crossrail Context report prepared for the City of Westminster in December 2008.

The Lorry Management Plan includes information on:

- local routes to be used by lorries generated by construction activity;
- estimated lorry numbers;
- lorry holding areas;
- lorry route signing strategy; and
- proposed means of monitoring lorry routes.

This is in accordance with the Construction Code which is Annex 1 to the Environmental Minimum Requirements.

The Lorry Management Plan is a supporting document to the Schedule 7 submission with background information to assist with the determination of the request for approval but is not for approval itself.

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3.0 Lorry Routes- Supplementary Information

3.1 Background

Since the issue of the Lorry Management Plan for the City of Westminster in June 2009, there have been some minor changes to the proposed lorry routes. These are described below and are included in the accompanying Schedule 7 construction arrangements (Road Transport) submission for all lorry routes to worksites in the City of Westminster (WES/1/1).



3.2 Paddington Station

For lorries approaching on the A40 Westway, access to the Paddington worksites is restricted because of a weight limit of 7.5 tonnes on Westbourne Bridge. Westbourne Bridge is part of the off-slip route at Westbourne Green from the A40 eastbound carriageway. There is a similar restriction for lorries exiting the worksites bound for the A40 westbound. The most direct route via Gloucester Terrace is restricted by a 7.5 tonnes weight limit on Ranelagh Bridge.

The alternatives for lorries approaching the Paddington worksites from the west on Westway are:

- a) to continue over Edgware Road to the A41 Gloucester Place and then make the 180 deg. "G-turn" via Gloucester Place, Park Road and Baker Street (all part of the TLRN); or
- b) to continue over Edgware Road to the A41 Baker Street and make the 180 deg. turn via Baker Street, York Street and Gloucester Place (all SRN).

The route listed in b) above, which is part of the SRN, is an additional route to those described in the Lorry Management Plan submitted in June 2009 and is included in the accompanying Schedule 7 construction arrangements (Road Transport) submission.

3.3 Tottenham Court Road Station

The TCR Western Ticket Hall will be built within the Fareham Street worksite. The route proposed to this worksite, which was included in the Environmental Statement, is from the TLRN at Marylebone Road via Park Crescent, Portland Place, Mortimer Street, Berners Street, Eastcastle Street and Newman Street. A lorry holding area is proposed in Newman Street from which lorries will be called into the worksite via Great Chapel Street. Lorries will exit the worksite onto Dean Street and then turn right onto Oxford Street to Tottenham Court Road. Estimates indicated that there would typically be about 50 lorries per day accessing the worksite during a peak construction period lasting some 3 months. Outside the peak this figure would be expected to fall to 21 lorries per day on average (i.e. 42 lorry movements).



There have been some recent proposals to undertake utilities works at the eastern end of Oxford Street. This work will require the closure of the section of Oxford Street between Charing Cross Road and Newman Street to eastbound traffic. Newman Street itself is to be used as a diversion route for eastbound traffic, mainly buses, taxis and bicycles and will not be available either as an access route to the Fareham Street worksite or a lorry holding area. Similarly the proposed route for exiting lorries via Oxford Street to Tottenham Court Road will not be possible during the works. The utilities works are planned to take 12 months starting in January 2010.

A variation of the access route is proposed to accommodate the utility works. Instead of turning left into Eastcastle Street from Berners Street it is proposed that they continue southbound on Berners Street, turn left onto Oxford Street and then right into the worksite via either Dean Street or Great Chapel Street, depending on the stage of the works. Exiting lorries will use Newman Street northbound and then Goodge Street to reach Tottenham Court Road.

Estimates indicate that there will typically be about 50 lorries per day accessing the worksite during a peak construction period lasting some 3 months. Outside the peak this figure is expected to fall to 21 lorries per day on average (i.e. 42 lorry movements).

In addition an access route from Charing Cross Road is proposed westbound on Oxford Street to cover any periods when it is not possible for lorries to access Dean Street from the west.



Appendix A - Supporting Plans



