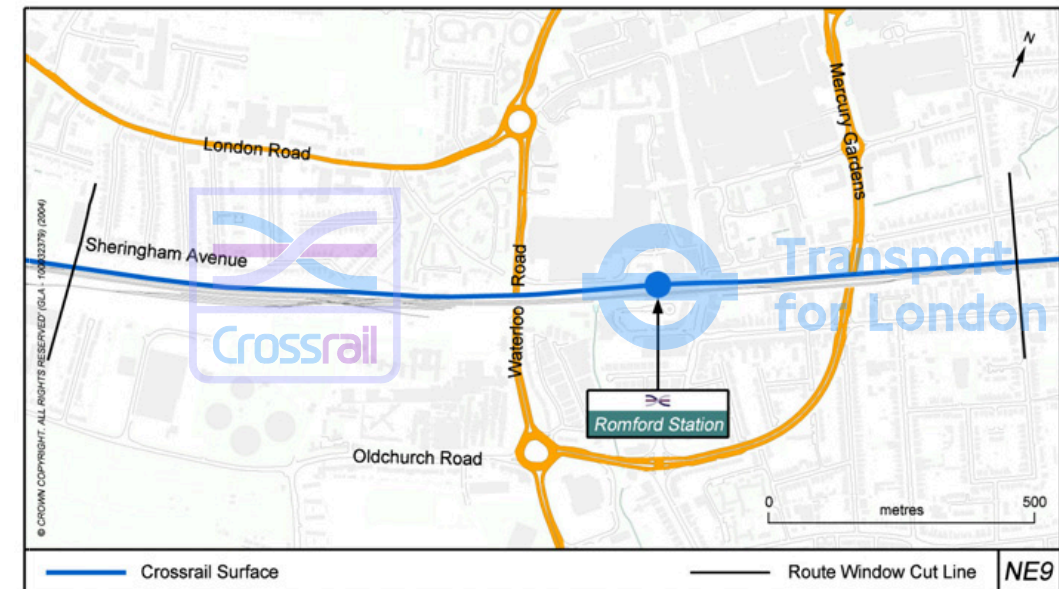


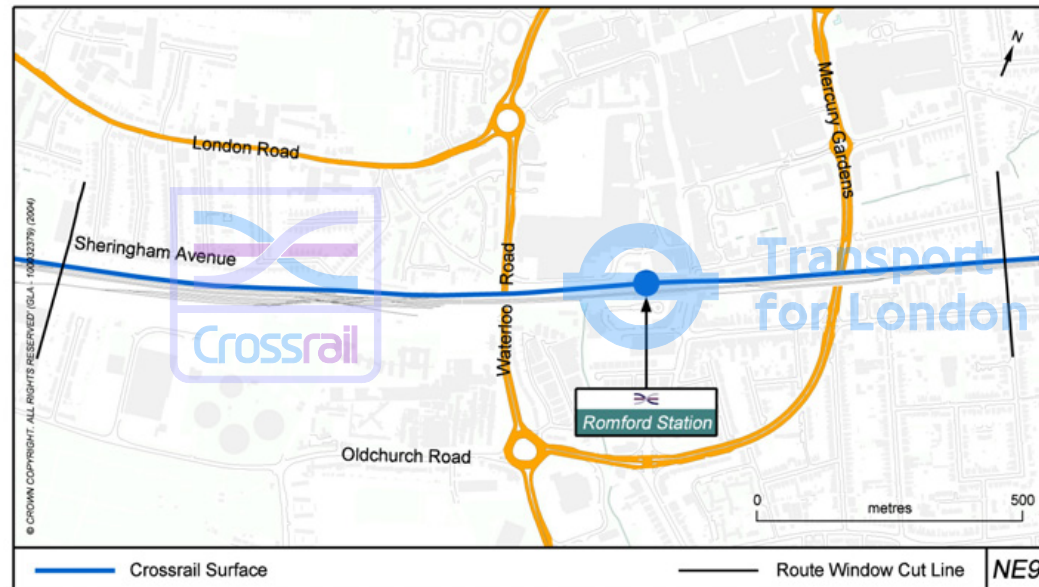
Chapter 10

Route Window NE9

Romford station and depot (east)



10 Route Window NE9 Romford station and depot (east)



Introduction

- 10.1 The Romford Maintenance Depot will play an important role in the operation of Crossrail, as it will be where the general maintenance of the whole Crossrail train fleet takes place.
- 10.2 The main works in this route window will be the construction of the new depot and stabling sidings at the eastern end of the old goods yard west of Romford station and the construction of the new Crossrail Route Control Centre. Rail access to the depot is described in Route Window NE8. This route window is a continuation of the works described in NE8.
- 10.3 Romford station will be rebuilt and the platforms to be used by Crossrail will be extended. The station will continue to be served by the One Railway services.
- 10.4 The Crossrail project will provide a new fully accessible station, providing better interchange with existing transport services, and enhancing public transport capacity and accessibility in Romford. New direct travel opportunities will be available from the City, West End, and points west to Maidenhead and Heathrow.
- 10.5 There are four worksites associated with the construction of the Romford Depot. Two of them are in this route window; the others are further west in Route Window NE8. Those in this route window are:
 - Romford Route Control Centre Worksite;
 - Romford Depot Worksite.
- 10.6 Four worksites in this route window will serve the Romford station works:
 - Romford Station Worksite West;
 - Romford Station Worksite South;
 - Romford Station Exchange Street Worksite;

- Romford Station Worksite North.

These worksites are shown on Map NE9 (iv).

- 10.7 It is estimated that the depot will take five and a half years to construct. The station works are estimated to take about two years.
- 10.8 The drawings provided at the end of this chapter present the main features of the route window, construction lorry routes assessed, existing facilities in the vicinity of Romford station and transport linkages.

Baseline conditions

Romford Depot (east)

- 10.9 The site for the Romford Depot in this route window is located on railway land adjoining and to the south of the Great Eastern Main Line (GEML) and to the west of Romford town centre. At present the site is a railway yard, containing sidings and storage areas, that is operated by Balfour Beatty and used for handling works trains. Another small area of land, at present used as a railway plant depot, lies east of Waterloo Road. The part of the depot in this route window is in the London Borough of Havering.
- 10.10 The site of the depot and stabling sidings is surrounded primarily by industrial and commercial uses to the south, and by the GEML and residential neighbourhoods to the north, with Oldchurch Hospital immediately to the east of Nursery Walk.
- 10.11 To the south of the site lies the Romford Gasworks, which has four gas holders and is operated by Transco. Adjacent to the gasworks, to the south of Crow Lane, is Romford Cemetery. To the west, adjacent to the gasworks, is the Royal Mail sorting office on the east side of Sandgate Close. There is a small residential pocket on Beechfield Gardens. Further west are light industrial and residential areas. Sandgate Close is currently the access to the Transco site and the Royal Mail sorting office. Oldchurch Hospital, which lies east of the gasworks site, is due to be demolished and relocated in the near future. A new residential development is to be built on the land. The area north of the GEML between Westlands Playing Fields and Romford town centre is predominately residential.
- 10.12 The main east–west traffic routes in the route window are A118 London Road to the north of the GEML and Crow Lane–Oldchurch Road to the south. These connect to the Romford Ring Road, which comprises Waterloo Road, St Edward’s Way, Mercury Gardens, Oldchurch Road and Thurloe Gardens.
- 10.13 Nursery Walk, which is a pedestrian and cycle path running north–south, separates the gasworks site and Oldchurch Hospital. A recent survey showed that, over a 12 hour period, 98 cyclists and 251 pedestrians used Nursery Walk. There is a subway running beneath the GEML connecting Nursery Walk to Stockland Road and Cotleigh Road. From Nursery Walk, Footpath 123 follows the southern railway boundary to the west. A recent survey showed that, over a 12 hour period, only three pedestrians used the path.
- 10.14 Strict parking controls are in force on and within the Romford Ring Road. The residential area west of the ring road and north of the railway is part of a controlled parking zone with resident

parking by permit. All-day parking restrictions operate on the approaches to the Crow Lane/Sandgate Close and Crow Lane/Dagenham Road/Oldchurch Road junctions, and on the north side of Crow Lane between these junctions.

Romford station

- 10.15 Romford station is in the London Borough of Havering and is in Travelcard zone 6. It is located west of South Street on the railway viaduct between Havana Close and Atlanta Boulevard. It is a medium-sized commuter station with five platforms. The station buildings spread over three levels: ground, mezzanine and platform.
- 10.16 The area north of Romford station is commercial, with many retail units along South Street. South Street runs through the commercial and retail centre of Romford, connecting with the Romford ring road. A shopping centre known as the Brewery is situated northwest of the station, and small areas of light industry and residential areas lie south of the station.
- 10.17 Romford town centre is located to the south of the A12 with access from the Romford Ring Road via North Road. The town centre can also be accessed from the A118.
- 10.18 There is a footpath known as footpath 128 on the south side of the station building, which passes through the street known as The Battis that runs along the north side of the viaduct, connecting to South Street to Exchange Street.
- 10.19 Romford station is a part of a major transport interchange providing provides connections between many local bus services and rail services on the Great Eastern Main Line route, and the branch line to Upminster. The current train service between Liverpool Street and Shenfield operates at a frequency of up to 13 trains per hour in the peak period. Romford to Liverpool Street is scheduled at between 15 and 29 minutes with most services taking 27 minutes.
- 10.20 There are currently 17 bus routes stopping within 400 metres of the station, providing a frequency of about 100 buses per hour in both directions in the morning peak period.
- 10.21 A taxi rank is provided in the form of a taxi lane spanning along Eastern Road. It accommodates 15 to 18 taxis and lies within 25 m of the station entrance. Nearby in Havana Close, there is another taxi rank for three vehicles, about 90 m from the station entrance
- 10.22 The area south of the station, which is accessed via Atlanta Boulevard, accommodates a bus stand and a third taxi rank.
- 10.23 Within the Romford Ring Road traffic movements and on-street parking are restricted. Cars cannot get to Romford station; access from South Street to the station entrance is limited to buses and taxis only.
- 10.24 The station has no car park for passengers and commuters, nor is there any on-street parking within 150 m of the station.
- 10.25 To the north, the nearest car park is the Brewery shopping centre multi-storey car park, which is about 200 m northwest of the station entrance and is accessible on foot. Cars must take another route. The car park has about 1650 spaces and is open 24 hours a day. It is a pay-and-display car park and the parking tariffs indicate that the car park is aimed primarily for short stay use (eg shoppers and cinemagoers).

- 10.26 The nearest off-street parking to the south is in the supermarket car park and a health club car park on Atlanta Boulevard.
- 10.27 At the station there are 13 cycle racks on platform 2, with a capacity for approximately 26 cycles. This area is sheltered by a canopy, and is secure in the sense that it is visible from the station buildings. There is parking for another six bicycles (three cycle racks) south of the station. Victoria Road and the section of South Street to the south of the station entrance form part of the London Cycle Network (Route 58). There is a contra-flow cycle lane in place on Eastern Road as far as the junction with South Street.
- 10.28 There are several pedestrian crossing facilities in the vicinity of the station.
- 10.29 There is currently access for mobility impaired passengers at Romford station but it does not meet current standards.



Fig. 10.1 Romford station entrance, South Street

The permanent works

Romford Depot (east)

- 10.30 The construction activities for the eastern part of Romford Depot consist of the provision of a new depot shed, new stabling sidings, retaining walls surrounding the depot shed, embankment works adjacent to the stabling sidings, the Route Control Centre, parking facilities, and works to extend a pedestrian subway.
- 10.31 The new maintenance depot building will be constructed partly on the gasworks site, between Sandgate Close and Nursery Walk, north of the gasworks site.

- 10.32 Northeast of the building, on an area of land north of Oldchurch Hospital and bounded to the east by Waterloo Road, ten new stabling sidings will be constructed. To accommodate the sidings, it will be necessary to lengthen the pedestrian underpass that carries Nursery Walk beneath the site to the junction of the Stockland Road and Cotleigh Road.
- 10.33 The maintenance depot shed will be able to accommodate up to 15 Crossrail trains daily and will have the capacity to maintain the Crossrail train fleet.
- 10.34 The Route Control Centre (RCC) building will house a large control room and is expected to operate independently of other depot functions.

Romford station

- 10.35 A new station building will replace the present ticket hall. The station entrance will be moved from under the railway bridge to a position further north, where it will occupy the site of Nos. 110–116 South Street. The new station building will be a two-storey structure containing the ticket office, staff accommodation and access facilities, with provision for mobility impaired passengers.
- 10.36 Crossrail will use platforms 4 and 5. To accommodate 10-car Crossrail trains, the island platform 3/4 and platform 5 will be extended westwards. The canopies on these platforms will be rebuilt and extended along the length of both platforms.

Worksite assessment (group 1)

- 10.37 This group of worksites comprises the Romford Control Centre worksite, and the eastern end of the Romford Depot worksite. The worksites, which share common lorry routes, are shown on Map NE9(iv).
- 10.38 The assessment assumes that contaminated material will be removed from site rather than being left in-situ and the relevant areas capped. In order to mitigate potential traffic impacts in this scenario, the bulk of the excavated material removed from site would be removed by rail and the remainder by road. The lorry movements arising from this scenario would not cause a significant impact on road users, cyclists or pedestrians.

Romford Route Control Centre worksite

- 10.39 The construction of the Route Control Centre and car park will be undertaken from this worksite, which is an area of derelict land adjacent to the gasworks west of Sandgate Close. Access will be from Crow Lane via Sandgate Close, which also provides access to the Royal Mail sorting office and Transco (see Figure fig. 10.2). The use of this access is not likely to give rise to a significant impact.



Figure 10.2 Sandgate Close – Control Centre worksite on the left, Royal Mail sorting office on the right

Romford Depot worksite

- 10.40 The main Romford Depot worksite will be an area of railway land running west–east from Jutsums Lane (in Route Window NE8) to Waterloo Road. The maintenance depot for the Crossrail fleet of trains will be constructed on this site. Most of the depot construction site is included within the railway boundary.
- 10.41 Before the Crossrail works begin, the part of the site that is occupied at present by Transco will need to be cleared and decontaminated. As part of this works the northern most gasholder will need to be demolished to make way for the depot shed. The other three gas holders will be left standing.
- 10.42 It will be necessary to stop up Footpath 123 permanently between Nursery Walk and Sandgate Close. A diversion will be provided via Beechfield Gardens, Crow Lane and Nursery Walk. The length of diversion is about 250 m and is not expected to give rise to significant impacts, since the footpath is not frequently used.
- 10.43 The pedestrian subway under the railway from Nursery Walk to Stocklands Road and Cotleigh Road will be usable throughout the extension works except during night-time possessions of the railway. These temporary closures are not likely to have any significant impacts as they will be infrequent, and in any case usage is likely to be minimal at night.



Figure 10.3 Nursery Walk and a gasholder seen from Crow Lane – Romford Depot Worksite is behind the gasholder

- 10.44 No significant traffic or transportation impacts have been identified that are associated with this worksite.

Lorry routes assessment

- 10.45 Access to both of these worksites is expected to be from A12 (TLRN) via North Road, Romford Ring Road, Oldchurch Road Crow Lane and Sandgate Close. Lorries leaving the site worksite will be able to travel via Crow Lane westbound, or follow the inbound route.
- 10.46 The Romford Route Control Centre worksite will generate 10 lorry movements per day. Approximately 56 lorry movements will occur per day during the four week peak construction period.
- 10.47 No significant traffic or transportation impacts have been identified as a result of these lorry routes and lorry volumes.

Worksite assessment (group 2)

- 10.48 This group of worksites comprises Romford Station Worksite West, Romford Station Exchange Street Worksite, Romford Station Worksite South, and Romford Station Worksite North. These four worksites, which all share a common lorry route, are shown on Map NE9 (iv).

Romford Station Worksite West

- 10.49 This worksite will be south of the station, west of the bus stand on Atlanta Boulevard. The River Rom runs north–south through the site. A new bridge will be built over the river to connect the two sides of the site. It will allow vehicles to reach the western end of the site via a new road to the Romford Depot worksite.



Figure 10.4 Entrance to Romford Station Worksite West, Atlanta Boulevard

Romford Station Exchange Street worksite

- 10.50 A smaller worksite for the platform extension works will be established in a corner of the Sainsbury's goods yard about 300 m west of the station. Access will be from Exchange Street.
- 10.51 Extending platform 5 will necessitate the closure of a 55-metre section of the southern footway and cycle path on Exchange Street for about four months. This is not likely to cause any loss of amenity to pedestrians and cyclists because the northern footway will remain open.

Romford Station Worksite South

- 10.52 This worksite will occupy the taxi rank on Atlanta Boulevard adjacent to the south flank wall of platform 2, with access off Atlanta Boulevard via South Street. This worksite will be used for storage and there will be a stockpile area. In addition to this worksite, the private car park adjacent to the bus stand on Atlanta Boulevard will be used to provide temporary station ticketing facilities during construction. This will result in the temporary loss of about 20 private car parking spaces for up to two years. This constitutes a significant temporary impact for which no mitigation has been identified.



Figure 10.5 Exchange Street, looking towards Waterloo Road

- 10.53 It is also intended that a new road will be constructed to provide temporary facilities to assist the movement of buses from the adjacent bus stand. The detailed design will be discussed with TfL and the London Borough of Havering.



Figure 10.6 Romford Station Worksite South, Atlanta Boulevard

Romford Station Worksite North

- 10.54 This will be the main station worksite. It will be on the site of Nos. 110–116 South Street, north of the present station building. These buildings are to be acquired and developed as part of the new station ticket hall. The site will encompass The Battis and will extend as far west as the new access road behind the nightclub at 108 South Street and around an electrical substation. Access to this worksite will be via the new access road off Havana Close.
- 10.55 During construction, the pedestrian link between The Battis and Exchange Street will be temporarily diverted via Havana Close. Since the total diversion distance will be about 150 m; this does not result in a significant impact.



Figure 10.7 The entrance on Exchange Street to Romford Station Worksite North, between the nightclub and an electrical substation

Lorry routes assessment

- 10.56 The northern station worksites will be accessed via Exchange Street from Waterloo Road and the Romford Ring Road. It is expected that lorries will return the same way, rejoining A12 (TLRN) from North Street.
- 10.57 The southern station worksites will be accessed from A12 (TLRN) by way of the Romford Ring Road, South Street and Atlanta Boulevard. Outbound lorries will rejoin the A12 from North Street via the Romford Ring Road and Victoria Road.
- 10.58 The Romford station northern and southern worksites will both generate about 20 two-way lorry movements per day during the peak construction period of one month, and two lorry movements per day at other times.

- 10.59 The use of these access routes and the estimated volume of construction traffic are not predicted to give rise to any significant impacts on road users, pedestrians or cyclists.

Mitigation and temporary impacts

- 10.60 Rail passengers using the station will be inconvenienced by the works but no significant temporary impacts are predicted.
- 10.61 The loss of approximately 20 private parking spaces for up to two years constitutes a significant temporary impact for which no mitigation has yet been identified. This is indicated in Table 10.2.

Mitigation and permanent impacts

- 10.62 The significant operational impacts and mitigation measures are indicated in Table 10.3. The inventory of possible impacts and evaluation criteria has been set out in the methodology in Volume 8a.
- 10.63 There are no significant residual operational impacts to note at Romford station.
- 10.64 Passenger numbers with Crossrail are expected to increase by about 1,100 passengers entering and 150 passengers leaving the station in the morning peak period (a 20 per cent increase two-way on the without Crossrail scenario). The 2016 with Crossrail flows predicted at the station are about 7,650 two-way between 0700 and 1000 hours. The design of the new station building will provide sufficient capacity for the forecast passengers and will provide step-free access for mobility impaired passengers from street level to the Crossrail platforms. There may however be impacts on the local transport infrastructure in the vicinity of the station.
- 10.65 There are measures that can be carried out for the benefit of road users and pedestrians that will mitigate these impacts, however these will require further consents to be obtained before they can be implemented. In line with the approach set out in Volume 8a, an assessment of the impact of Crossrail has been carried out that assumes that such measures are in place.
- 10.66 There are no permanent significant impacts associated with the depot. These facilities will attract a maximum of about 360 vehicles a day. This is based on a robust assessment assuming that 90 per cent of the depot staff travels by car and all maintenance trips are vehicle-based. Nearly all of these trips will occur during off-peak hours and will have no significant impact on the highway network.

Impact on rail journey times

- 10.67 Table 10.1 sets out representative journey time changes between Romford and selected western stations during the morning peak period. They are typical of the journey time changes to many of the stations on Crossrail.

Table 10.1 Journey time savings (platform-to-platform) to and from Romford station

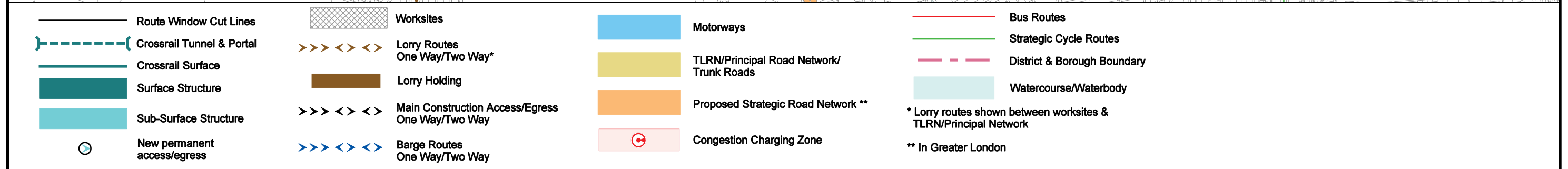
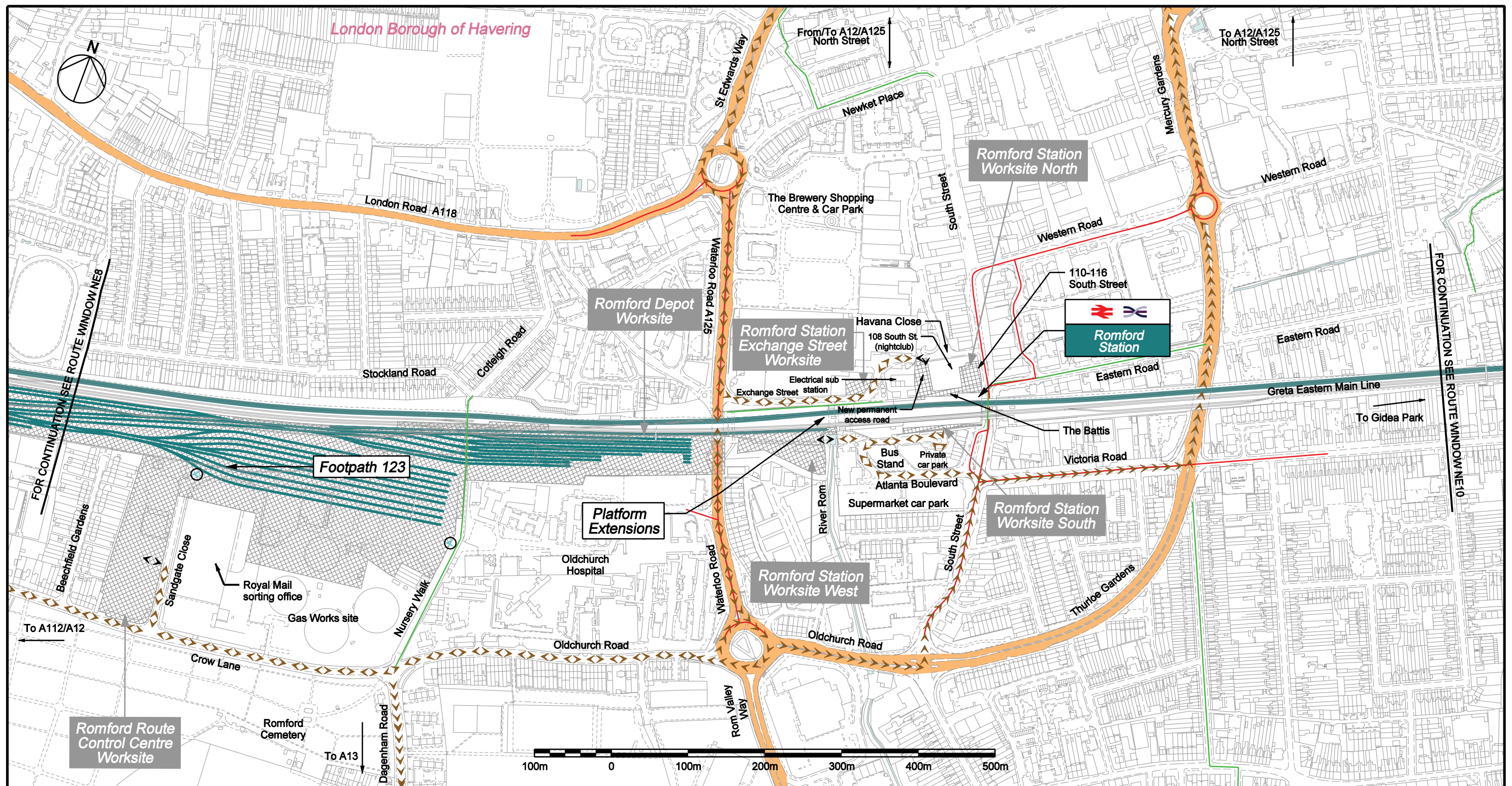
| From/to | | Heathrow | Tottenham Court Road | Farringdon | Canary Wharf |
|--------------|-------------------|----------|----------------------|------------|--------------|
| From Romford | Without Crossrail | 65 | 33 | 29 | 33 |
| | With Crossrail | 67 | 31 | 28 | 30 |
| | Saving (minutes) | -2 | 2 | 1 | 3 |
| | Saving (%) | -3% | 6% | 3% | 9% |
| To Romford | Without Crossrail | 64 | 41 | 36 | 36 |
| | With Crossrail | 63 | 31 | 28 | 30 |
| | Saving (minutes) | 1 | 10 | 8 | 6 |
| | Saving (%) | 2% | 24% | 22% | 17% |

Table 10.2 Route Window NE9 – Temporary impacts

| Potential impact | | Significance | Committed mitigation | Residual impact | |
|------------------------|---|--------------|----------------------|-------------------------|--------------|
| | | | | Description | Significance |
| <u>Station impacts</u> | | | | | |
| CT4c | Loss of 20 private parking spaces off Atlanta Boulevard for up to two years | Significant | None | Loss of private parking | Significant |

Table 10.3 Route Window NE9 – Permanent impacts

| Potential impact | | Significance | Committed mitigation | Residual impact | |
|------------------------|---|--------------|--|-----------------|-----------------|
| | | | | Description | Significance |
| <u>Station impacts</u> | | | | | |
| OT5 | Significant increase (20%) in passenger movements during the peak period: about 1100 more passengers entering the station and about 150 more leaving. | Significant | An appropriate package of mitigation measures will be developed in due course to address pedestrian and highway impacts. This package will require further consents to be obtained. Please refer to 10.65 . | N/a | Non-significant |



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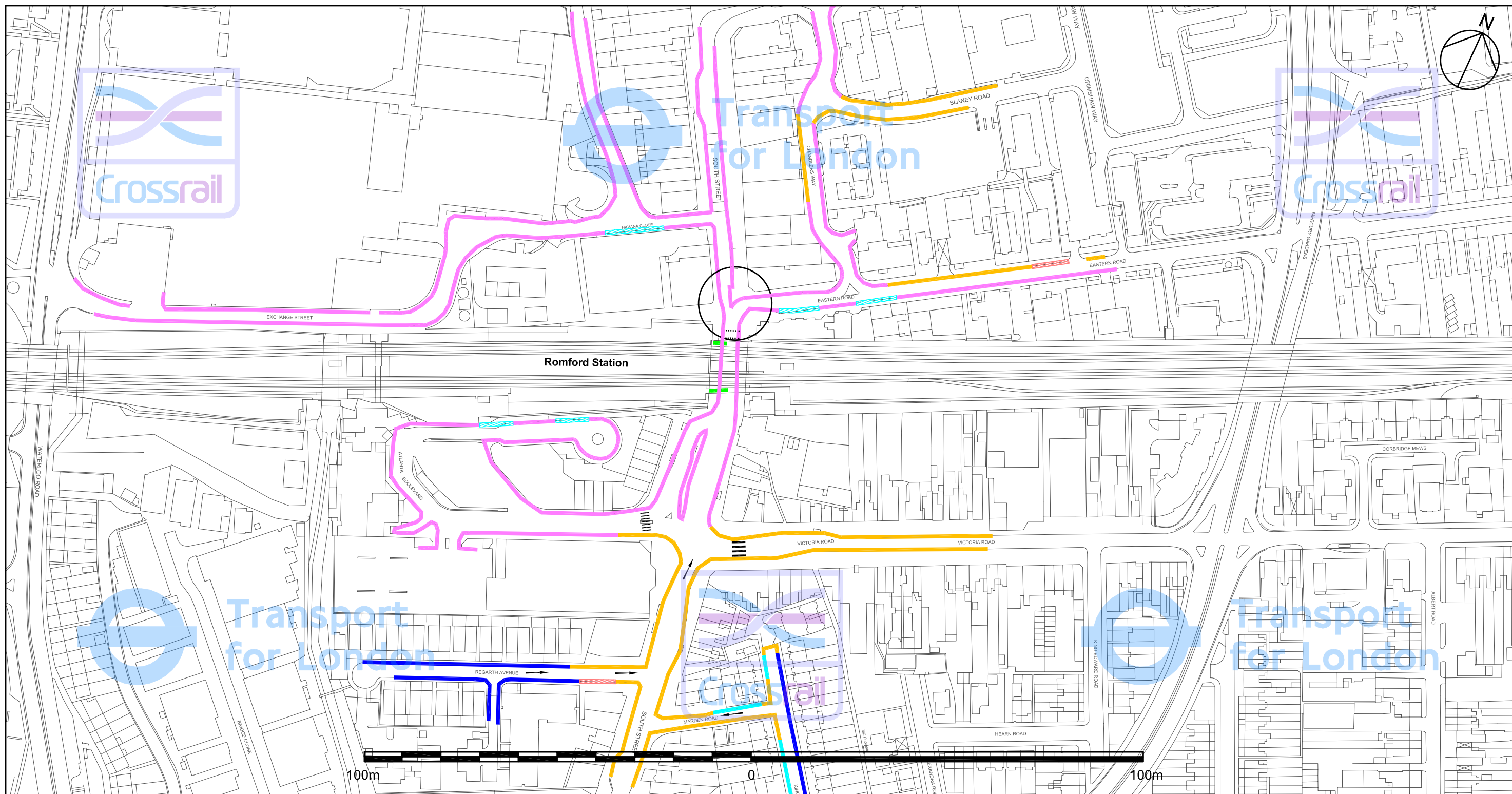
ROMFORD STATION & DEPOT (EAST) TRANSPORT AND ACCESS

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MAP
NE9 (iv)

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February 2005 1E0323-E1E00-E00-F-00009 A



- No Waiting at Anytime
- Waiting / Loading restrictions apply
- Metered Parking
- Permit Parking
- Mobility Impaired and/or Disabled Parking

- Bus Lane
- Off Street Public Car Park
- Cycle Parking

- Taxi Rank
- Motorcycle Parking
- Pick up / Drop off Area

- Signal Controlled Crossing
- Signal Controlled Junction
- Zebra Crossing
- One Way Street
- Barrier

NOTE: Traffic details, Parking, and Waiting & Loading restrictions etc are only shown in areas near to station entrances and where considered relevant



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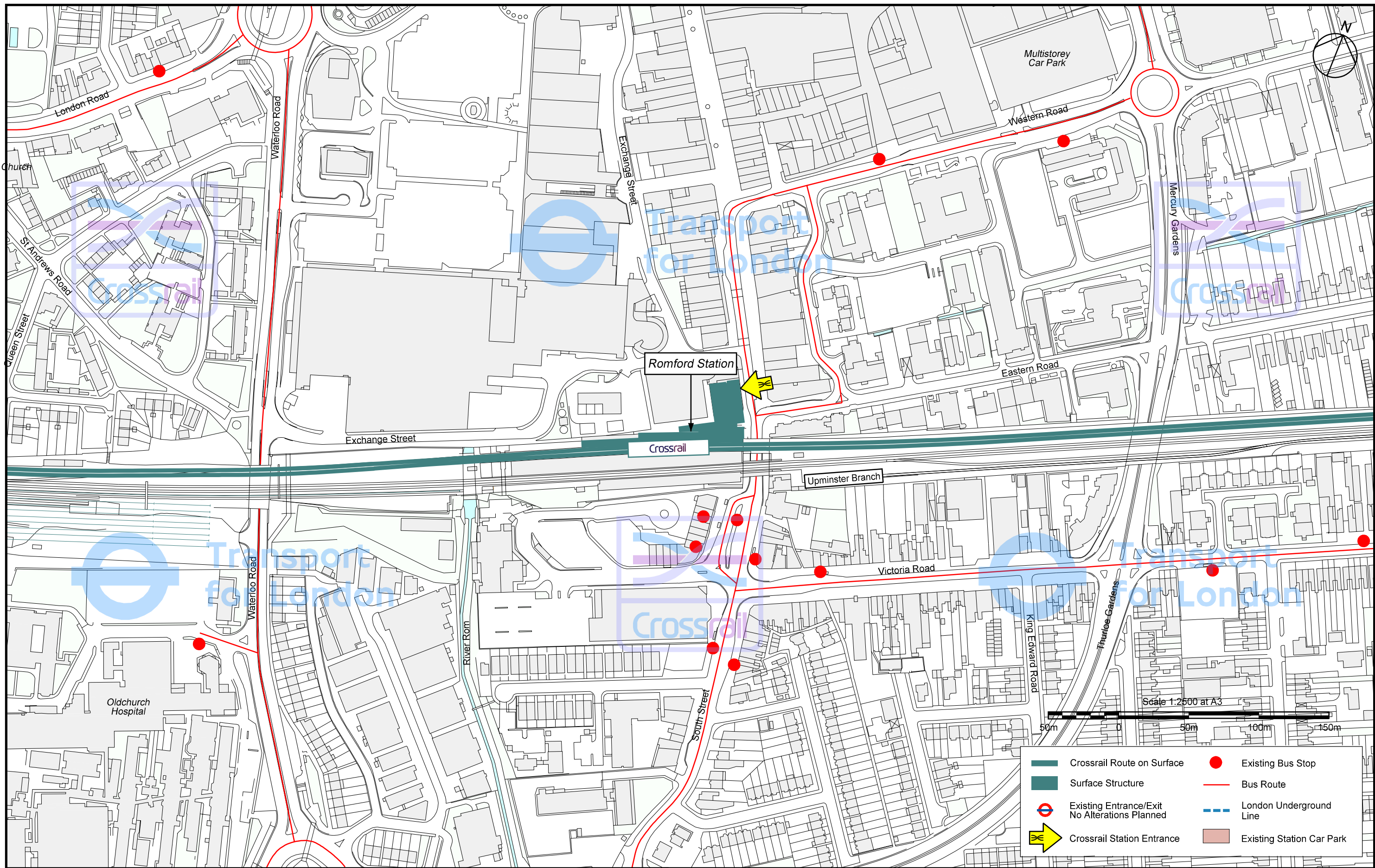
ROMFORD STATION BASELINE TRAFFIC AND PARKING

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MAP
NE9 (v)

SCALE : 1:2000 @ A3



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ROMFORD STATION TRANSPORT LINKS

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MAP
NE9(vi)

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