

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2005-06

CROSSRAIL BILL

Against – on Merits – Praying to be heard by Counsel, &c.

To the Honourable the Commons of the United Kingdom of Great Britain and Northern Ireland in Parliament assembled.

THE HUMBLE PETITION OF EMMA L JEFFERY

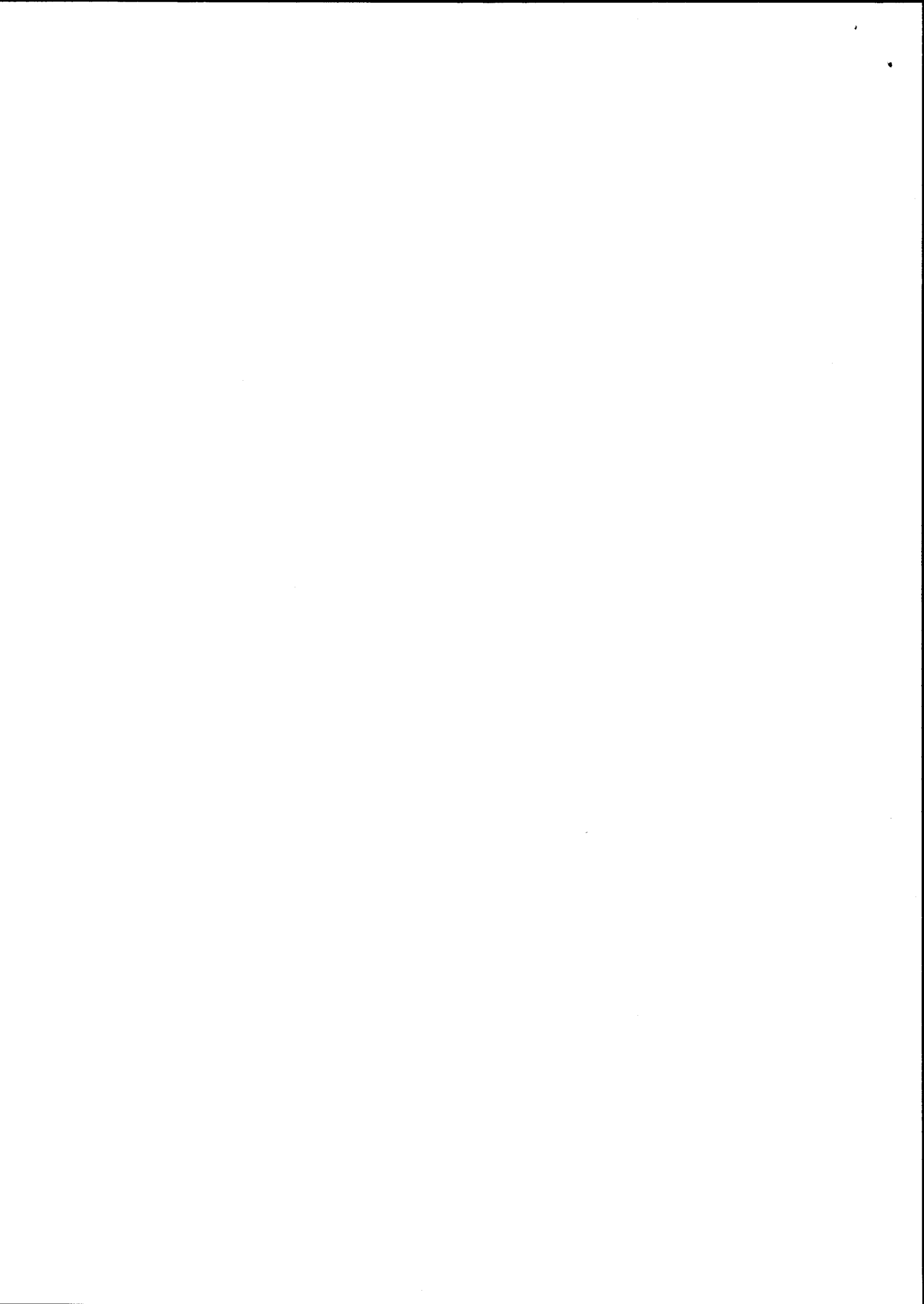
SHEWETH as follows:-

- 1 A Bill (hereinafter referred to as “the Bill”) has been introduced and is now pending in your Honourable House entitled “A bill to make provision for a railway transport system running from Maidenhead, in the County of Berkshire, and Heathrow Airport, in the London Borough of Hillingdon, through central London to Shenfield, in the County of Essex, and Abbey Wood, in the London Borough of Greenwich; and for connected purposes.”
- 2 The Bill is presented by Mr. Secretary Darling, supported by The Prime Minister, Mr. Chancellor of the Exchequer, Secretary Margaret Beckett, Mr. Secretary Hain, Secretary Alan Johnson, Secretary Tessa Jowell, and Derek Twigg.
- 3 The Bill, if enacted in its present form, will provide insufficient protection for private householders and other private property owners, in terms of ensuring that the risk of settlement and consequent damage to buildings above the line of bored tunnels is minimised, in the absence of any statutory requirement for specified engineering protective works and construction systems and techniques.
- 4 Furthermore, the Bill, if enacted in its present form, will provide insufficient protection for private householders and other private property owners, in terms of ensuring that the transmission and re-radiation of noise into buildings above the line of bored tunnels is minimised, in the absence of any statutory requirement for specified track and tunnel construction systems and techniques.
- 5 Your Petitioner, Miss Emma L Jeffery, is the joint owner (together with her brother, Dr. Nicholas P Jeffery) of the freehold of the property known as: No.48 Wrexham Road, Bow, London E3 2TJ, in the London Borough of Tower Hamlets. The property was her sole residence from April 2003 until



January 2004. It is her intention to return to take up residence again in the property in due course, following a period of secondment overseas, and prior to the start of construction of the Crossrail project.

- 6 The plans currently published by Crossrail show the centreline of the eastbound running tunnel of Crossrail Line 1 passing immediately beneath the rear garden area of No.48 Wrexham Road (please refer to Crossrail Consultation Plan, Sheet 200 and to Volume 02 Plans, 0014 P Sheet No. 47, Property Ref. No. 1360). The northern extremity of the tunnel wall will, therefore, be beneath the rear of the building itself. In correspondence, Crossrail has stated that the depth of the tunnel in the immediate vicinity of the property will be 15 to 16 metres, from ground level to the crown of the tunnel.
- 7 Your Petitioner and her rights, interests and property are potentially injuriously affected by the Bill in its present form, to which your Petitioner objects for reasons amongst others, hereinafter appearing.
- 8 Your Petitioner has concerns that the structural integrity of No.48 Wrexham Road will be seriously compromised by the construction of the tunnel, notwithstanding Crossrail's stated policy of limiting damage to buildings, as a result of settlement, to "slight". Her concerns are reinforced by the well-known cases of a tunnel collapse at Heathrow Airport some years ago and the very recent event at Gerrards Cross in Buckinghamshire.
- 9 Accordingly, your Petitioner respectfully submits that your Honourable House should seek specific information and assurances regarding available and proven engineering protective works and construction techniques for minimising and preventing settlement during bored tunnel construction.
- 10 Having considered these matters, your Petitioner respectfully submits that your Honourable House should give due consideration to the inclusion in the Bill of clauses (or other provisions) requiring the use of proven engineering protective works and construction techniques for minimising and preventing settlement, as statutory minimum technical standards.
- 11 Your Petitioner also has concerns that clearly audible and intrusive noise levels will be generated throughout the interior of the property when the tunnel is operational, notwithstanding Crossrail's stated aim that re-radiated noise levels inside buildings will not exceed sound levels of 40 dB(A). Her concerns are reinforced by expert advice that the transmitted noise and vibration levels generated by underground transport systems are extremely difficult to predict with any degree of accuracy or confidence. Her concerns are further reinforced by specific information from individuals who have had first-hand experience of noise and vibration at the surface, emanating from London Underground railway tunnels in central London.



- 12 Accordingly, your Petitioner respectfully submits that your Honourable House should seek specific information and assurances regarding available and proven track and tunnel construction systems, such as resilient rail fastening systems and resilient (or 'floating') track slab installations, for minimising the generation and transmission of noise. It is understood that the latter system has been used successfully on the London Underground Jubilee Line extension beneath the City of Westminster.
- 13 Having considered these matters, your Petitioner respectfully submits that your Honourable House should give due consideration to the inclusion in the Bill of clauses (or other provisions) requiring the use of such proven track and tunnel construction systems and techniques for minimising the generation and transmission of noise, as statutory minimum technical standards.
- 14 Furthermore, having considered the foregoing, your Petitioner also respectfully submits that your Honourable House should give due consideration to the inclusion in the Bill of clauses (or other provisions), which would have the effect of making Crossrail's stated aim that re-radiated noise levels will not exceed 40 dB(A) a statutory maximum, in respect of private dwelling houses and other sensitive buildings (e.g.) during the hours of darkness, with a requirement to reduce the running speeds of trains, if necessary, to achieve this limit.
- 15 For the foregoing and connected reasons, your Petitioner respectfully submits that, unless the Bill is amended as proposed above, with additional clauses (or other provisions) to protect your Petitioner's rights, interests and property, and those of others similarly affected, it should not be allowed to pass into law.

YOUR PETITIONER therefore humbly prays your Honourable House that the Bill may not be allowed to pass into law as it now stands and that she may be heard by her officers, Counsel, Agent and witnesses in support of the allegations of the Petition against so much of the Bill as it affects the rights and interests of your Petitioner and in support of such other clauses, amendments and provisions as may be necessary or expedient for her protection, or that other such relief may be given to your Petitioner as your Honourable House shall deem meet.

AND your Petitioner will ever pray, &c.

