

IN PARLIAMENT

HOUSE OF COMMONS

SESSION 2005–06

CROSSRAIL BILL

P E T I T I O N

Against the Bill – 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:

THAMES GATEWAY LONDON PARTNERSHIP

SHEWETH as follows:—

- 1 A Bill (hereinafter referred to as “the Bill”) has been introduced into and is now pending in your Honourable House intituled “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 promoted by the Secretary of State for Transport (hereinafter called “the Promoter”).

Relevant clauses of the Bill

- 3 Clauses 1 to 20 of the Bill together with Schedules 1 to 9 make provision for the construction and maintenance of the proposed works including the main works set out in Schedule 1. Provision is included to confer powers for various building and



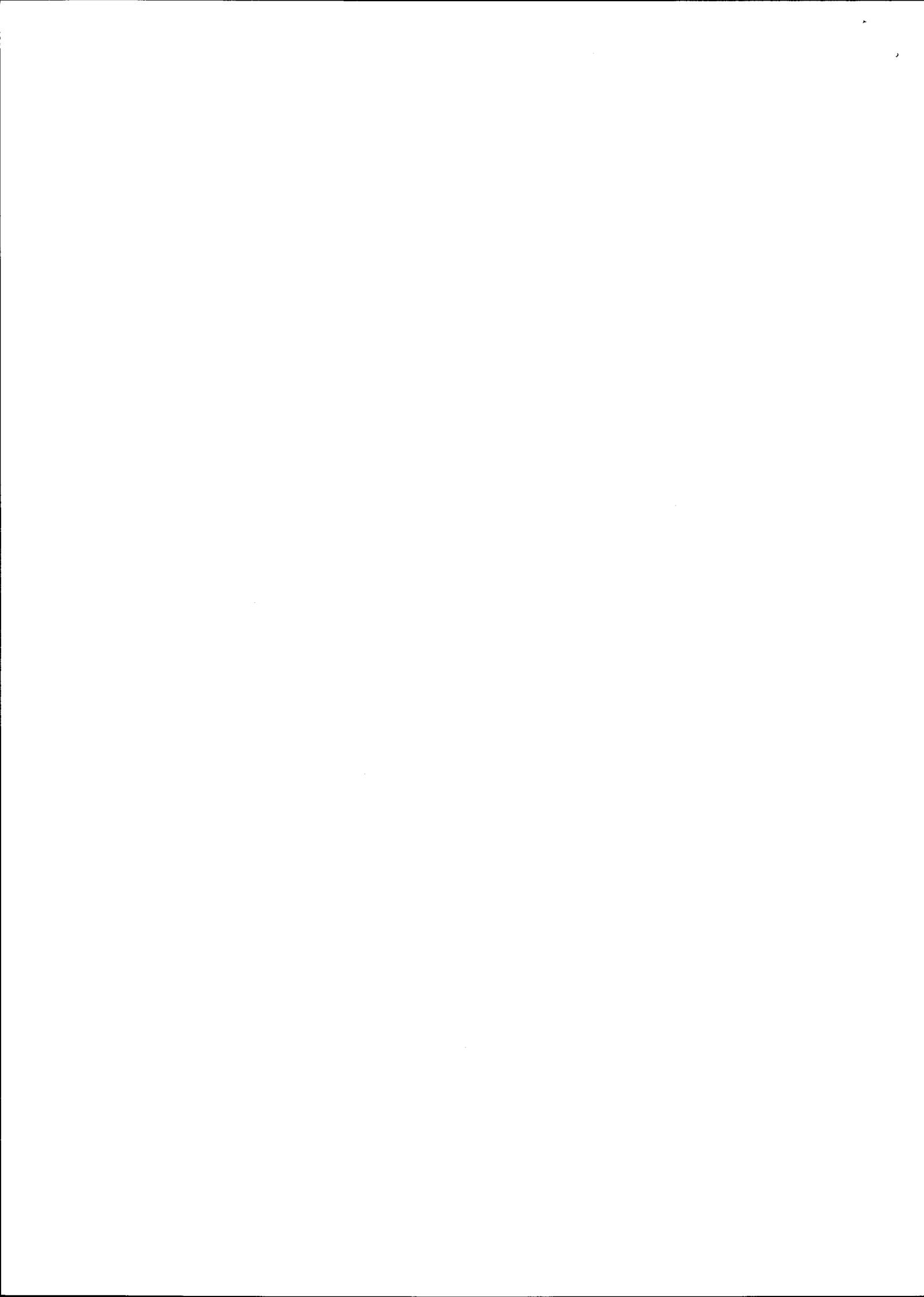
engineering operations, for compulsory acquisition and the temporary use of and entry upon land, for the grant of planning permission and other consents, for the disapplication or modification of heritage and other controls and to govern interference with trees and the regulation of noise.

4 Clauses 21 to 44 of the Bill together with Schedule 10 make provision for the application with modifications and the disapplication in part of the existing railways regulatory regime which is contained in and in arrangements made under the Railways Act 1993 and associated legislation. In particular, they provide for the disapplication of licensing requirements, the imposition of special duties on the Office of Rail Regulation (“ORR”), the modification of railway access contract and franchising arrangements and the disapplication of railway closure requirements and of the need for consent from Transport for London in relation to impacts on key system assets. Provision is also included to enable agreements to be required as between the nominated undertaker and controllers of railway assets, to govern the basis for arbitration and to provide for the transfer of statutory powers in relation to railway assets.

5 Clauses 45 to 59 of the Bill together with Schedules 11 to 14 contain miscellaneous and general provisions. These include provision for the making of transfer schemes, the designation of nominated undertakers, the devolution of functions and as respects other actions to be taken by the Secretary of State. Provision is also made in particular for the disapplication or modification of various additional miscellaneous controls, for the treatment of burial grounds, for the application of provisions of the Bill to future extensions of Crossrail, for the particular protection of certain specified interests (including your Petitioners) and as respects arbitration.

Your Petitioners

6 Your Petitioners are Thames Gateway London Partnership (“TGLP”), a body made up of twelve Local Authorities, private sector representatives, five universities, the East London Learning and Skills Council and the two NHS Trusts



that cover East London. The partnership is administered by a Board drawn from its membership and receives funding from its members, Greater London Authority ("GLA") and Government Departments. The Partnership was formed in 1995 to co-ordinate the local response to the Government's sub regional policy document RPG 9A which identified the Thames Gateway area (hereinafter called "Thames Gateway") as a critical regeneration area. It provides a sub regional forum which articulate, through its membership the opportunities which Thames Gateway presents and the pressing needs which must be addressed to enable the area to live up to its potential.

- 7 In principle, your Petitioners support the proposed project, particularly as a result of the strategic benefits to be gained from it, both as an improvement to the existing transport network, and as a tool to cater for future growth and development in East London. That in-principle support remains dependent, however, on the provision of the new stations indicated in the Environmental Statement and which your Petitioners consider to be the minimum required to support the projected population and employment growth forecast for the Thames Gateway.
- 8 Accordingly, if the Crossrail project is authorised by Parliament, funded and built, your Petitioners seek further assurances in respect of the additional stations, co-ordination with local transport systems, co-ordination with regeneration programmes, co-ordination with the Local Authorities with regard to planning authority and timely delivery of the whole project as described in the Environmental Statement.
- 9 Furthermore, it is respectfully submitted that the rights, interests and property of Thames Gateway will be injuriously affected by the Bill if it is passed into law in its present form. Accordingly, your Petitioners object to the Bill for the reasons, amongst others, hereinafter appearing. Your Petitioners would however, respectfully reserve their right to raise further issues and objections in the light of any additional information received post petition submission. For ease of



presentation, those reasons are divided into general and specific issues respectively.

Your Petitioners' concerns

(a) General Concerns:

- 10 Your Petitioners have general concerns about the modelling and capacity of all new stations within the Thames Gateway. Your Petitioners are particularly concerned to ensure that the Promoter takes the opportunity to make the best possible provisions for interchange between Crossrail and other existing lines and that the stations are designed to cater for projected passenger growth in the future. Your Petitioners are also concerned regarding the impact pedestrian movements of passengers entering and exiting the stations. Your Petitioners respectfully submit that the station designs should ensure that sufficient provision is made in relation to footway widths, pedestrian crossings and other pedestrian amenities.
- 11 Your Petitioners seek clarification as to how Crossrail will link with other railways, including those of Network Rail, London Underground Limited and the Docklands Light Railway ("DLR"), particularly where existing track layouts require alteration.
- 12 Your Petitioners seek clarification as to how Crossrail services will link with the comprehensive feeder network of local bus services needed to spread the access benefits over as wide an area as possible and maximise the benefits of the investment in the project.
- 13 Your Petitioners also seek assurances that there will be a frequent Crossrail service in both directions at all stations in Thames Gateway, with frequency increasing as necessary during peak hours.



Authorisation Procedures

- 14 Local Authority members of the Partnership are concerned that boroughs should be fully included in the approvals process. In line with the Channel Tunnel Rail Link Act, the Bill provides for outline planning permission for the development authorised by the Bill and disapplies in part or wholly a number of other statutory regulation regimes which would normally apply in relation to the construction of works, including the listed buildings and conservation area controls in the Planning (Listed Buildings and Conservation Areas) Act 1990, the Control of Pollution Act 1974 and the London Lorry Ban. Your Petitioners wish to ensure that if those controls are to be amended, removed or suspended then in their place there is a robust alternative approval mechanism in each case. Your Petitioners will, in conjunction with local authorities and strategic organisations (e.g. Transport for London) affected by the Bill, be seeking to ensure that such arrangements are put in place, but if that is not achieved then your Petitioners would respectfully request that the Promoter be required to accept satisfactory arrangements, including realistic timescales for the consideration of applications.

Local Labour Agreements

- 15 Unitary Development Plans and emerging policy documents including the Local Development Frameworks and Area Action Plans, provide that it shall be a normal function of Borough planning policies to negotiate section 106 agreements to secure, among other things, the provision of training and local labour programmes when planning consent is granted for major construction projects. Crossrail is a major project that offers opportunities for the employment of local labour and your Petitioners are concerned that the Bill does not currently contain any similar provision. It is respectfully suggested that such a clause should be inserted into the Bill to provide the necessary protection sought by your Petitioners.



(b) Specific Concerns

Whitechapel Station

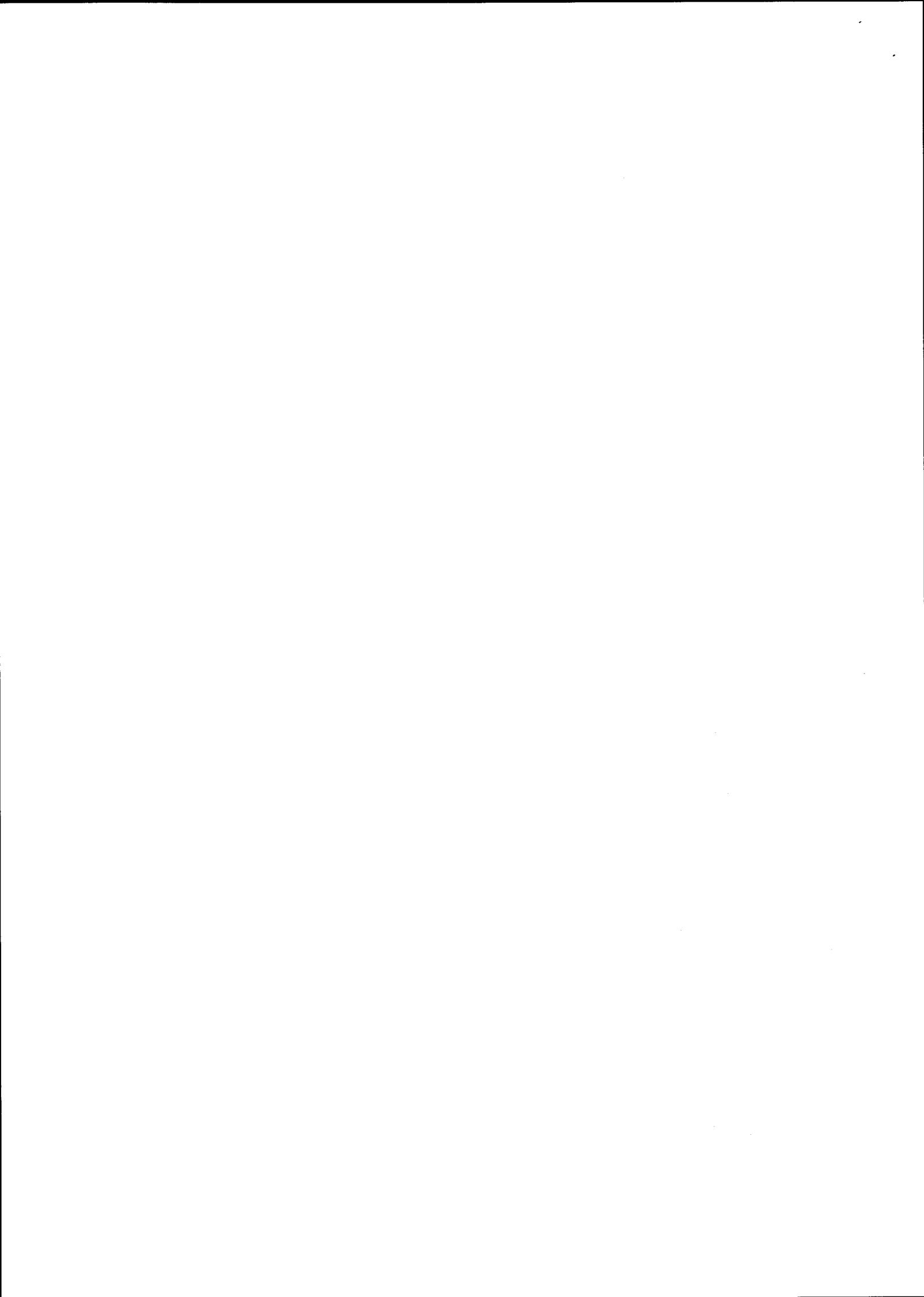
- 16 Your Petitioners have concerns in respect of the construction of Whitechapel Station. Your Petitioners seek assurances that the Promoter will construct Whitechapel Station with a single new entrance on Whitechapel Road and ensure proper and effective integration between the four lines that will pass through that station (Crossrail, East London Line ("ELL"), the District Line and the Hammersmith and City Line). This would serve inter alia to support the proposals for the regeneration of the Royal London Hospital.

Stratford Station

- 17 In its current form, the Bill provides for platform widening at Stratford Station in order to accommodate Crossrail trains. Your Petitioners support the proposal to allow Crossrail trains to stop at Stratford Station but are concerned that not sufficient of the proposed services will do so. In addition, they have concerns regarding the impact on current and future stations in the vicinity.
- 18 Your Petitioners are concerned regarding the extent of the limits of land which are subject to compulsory acquisition at Stratford Station, and in particular, the inclusion of a large area of land to the north west of the junctions of Angel Lane and Great Eastern Road. The Bill suggests that the site (which is plot number 640 as shown on the deposited plans) will be used for the provision and renewal of railway systems and station facilities for operational purposes. In this regard, your Petitioners respectfully submit that if such a large area of land is required for these purposes, then nearby land at the Chobham Farm site should be used as an alternative. This would pose less of a threat to existing development proposals at the Stratford City site.

Maryland Station

- 19 Your Petitioners are uncertain, upon reading the Environmental Statement, as to whether Crossrail services will stop at Maryland Station during the off peak



period. Furthermore, contrary to the Environmental Statement, your Petitioners contend that 10 car trains could stop at Maryland Station if passengers are prevented from alighting from certain carriages at the front or rear of the train. These arrangements are successfully carried out at other mainline stations.

- 20 Accordingly, your Petitioners seek assurances from the Promoter that a frequent Crossrail service will be provided at Maryland Station in both directions in off-peak and on-peak travelling times, and that the station will be staffed and maintained to similar levels as other stations along the route.

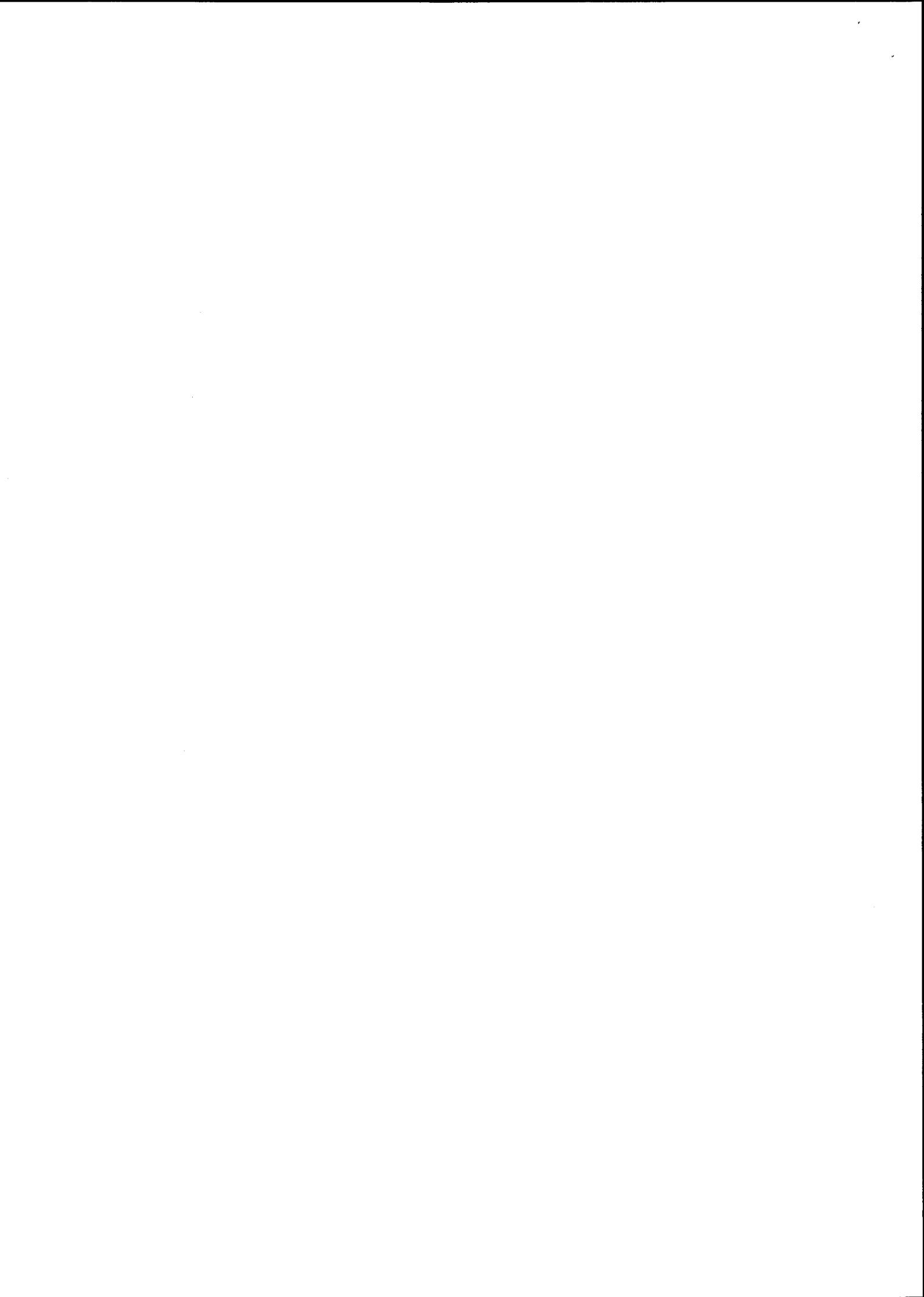
Forest Gate Junction

- 21 The Bill provides for platform extensions to enable Crossrail trains to stop at Forest Gate Station. Your Petitioners, however, are concerned about the impact works will have on the flat junction where the Barking/Gospel Oak Line crosses over the Great Eastern Line. Your Petitioners would respectfully submit that in light of enhanced C2C services into Thames Gateway this junction may need to be grade separated, and your Petitioners submit that this should be investigated and if necessary the Bill should be amended accordingly.

Custom House Station

- 22 The Bill authorises the construction of a new station to be built at Custom House. The existing DLR station buildings at the site will be demolished and a new combined station building will replace them. Your Petitioners are concerned that the Bill does not include proposals to ensure that the proposed station will afford adequate interchange facilities with local bus services. Your Petitioners submit that it is essential that Crossrail interchanges not only with other rail services, but also with bus routes to such places as East Ham, Silvertown Quays and London City Airport. To address this issue your Petitioners submit that alternatives should be considered, and in particular –

- (a) the proposed Crossrail station being constructed in the location of the Prince Regent DLR station, where there are much better bus interchange facilities; and



(b) improvement of bus interchange facilities at Custom House Station, including the construction of a new bus garage on the north side of Victoria Dock Road.

23 Accordingly, your Petitioners seek assurances that irrespective of the exact location of the Crossrail Station serving the Royal Docks, there will be simple and convenient interchanges with the DLR, particularly in the context of an extension of the Beckton branch of the DLR into Barking Reach.

24 Your Petitioners are particularly concerned to ensure that the south eastern section of the line is built and that there is a station in the Royal Docks. Accordingly, your Petitioners seek an undertaking from the Promoter that the south eastern section and a Royal Docks station will form part of the first phase of the Crossrail works and will not stop short of the Royal Docks area. Your Petitioners' support for the scheme is reliant on such an undertaking.

Abbey Wood Station

25 While your Petitioners support the provision of a station at Abbey Wood they are also aware of the concern of the local authorities that many local residents are likely to be adversely affected by the proposed replacement of Abbey Wood Station by a much larger new station as the termination of Crossrail Services. Your Petitioners, whilst appreciating that forecasting future passenger demand at Abbey Wood station is not an easy task, are concerned that such demand has been underestimated and the Promoter has failed to consider the traffic impact which might arise in the long term when the station and train capacity at Abbey Wood is used to its full potential.

26 Furthermore, your Petitioners submit that the traffic impact assessment is inadequate and incomplete and request that further work be undertaken, including work on possible mitigation measures.

27 Your Petitioners would suggest that if the proposed Crossrail station at Woolwich (and other stations on the Ebbsfleet extension) is opened at the same time as



Abbey Wood station then the passenger numbers at Abbey Wood would be significantly less. There is therefore scope to revise the proposed design of Abbey Wood station so that the adverse impacts to local residents can be reduced.

North Woolwich

- 28 Your Petitioners would request that the Promoter consider the option to carry the railway in a tunnel along Factory Road, instead of emerging at Silvertown and would wish to reserve their position on this issue until further investigative work has been carried out.

Woolwich Station

- 29 Your Petitioners are particularly concerned that the Bill does not contain proposals that would permit the construction of the Woolwich Crossrail station. Your Petitioners have long supported the addition of this station to the Crossrail network. This is in principle due to the regenerative and economic benefits that investment in new transport infrastructure will bring to what remains primarily a deprived area of London. Your Petitioners are of the view that the Promoter has failed to give sufficient attention to evaluating the full range of transport, social and economic benefits which would arise from a station in Woolwich.

Crossrail Delivery Schedule and Phasing

- 30 The Office of Deputy Prime Minister (ODPM) proposals for new Sustainable Communities in the Thames Gateway suggest a target of 60,000 additional dwellings by 2016 is under consideration. Other studies indicate a longer term capacity of 90,000 to 100,000 units. It is recognised that the Sustainable Communities Programme ("SCP") targets and schedule are ambitious and challenging for all concerned. Your Petitioners are of the opinion that these targets are not likely to be fully achieved by the 2016 target date unless at the same time, there is a significant increase in the capacity and quality of the public



transport infrastructure, particularly in respect of heavy (high speed) rail based public transport.

- 31 Therefore in order to provide the necessary support to the SCP proposals and to the regeneration of the Thames Gateway your Petitioners request that the Promoter provide an undertaking that when a contract is let for the construction of a Crossrail project it shall ensure that all the proposed stations in the Thames Gateway shall be brought into use at the same time as the Central London Crossrail stations.
- 32 Your Petitioners are aware that there have been suggestions that the construction of the project should be phased. Your Petitioners are particularly keen to ensure that the south eastern section of the line from Whitechapel to Abbey Wood is built as part of the first phase of construction due to the immense importance of the project as a driver of the regeneration of the Thames Gateway and the lack of adequate heavy rail capacity in this corridor.
- 33 Your Petitioners respectfully submit that should a regrettable decision be made to construct the project in phases, an undertaking should be sought from the Promoter that the south eastern section and a Royal Docks station at Custom House will form part of the first phase of the Crossrail works and that this will not stop short of the Royal Docks area.
- 34 Your Petitioners respectfully wish to emphasise the importance of the timely delivery of the project and would reiterate the belief of all of their partners that it is imperative Crossrail progresses on its current schedule, in order to create a climate of confidence among private sector investors, upon whom the successful regeneration of the area ultimately rests.



Olympics

- 35 Your Petitioners recognise the potential conflict between the programme management of the Crossrail project and the programme management for the Olympics. The geographic and temporal proximity of the two large projects raises a number of issues, none more so than the fact that affected boroughs could contain Crossrail related building sites during the Games.
- 36 Your Petitioners believe that the critical paths for delivery of the Olympics and Crossrail should be carefully co-ordinated to avoid any delay in the construction period for Crossrail. Crossrail is the key element in delivering the regeneration programmes for the Thames Gateway and any delay in delivery will affect the business case and market sentiment for the highest value and most sustainable regeneration projects. Your Petitioners seek clarification from the Promoter as to the impact the Olympics will have on the planning and construction programme for Crossrail.
- 37 Your Petitioners seek an assurance that, should it be determined that the Stratford branch of the project has to be delayed because of irreconcilable conflicts with the Olympic construction activities, the southern section from Whitechapel to Abbey Wood will not be delayed and will be constructed as part of the first phase and a full service provided.

Extension from Abbey Wood to Ebbsfleet

- 38 Your Petitioners have always supported the full Crossrail scheme to Ebbsfleet and wish to see Crossrail services to that destination running as soon as possible. Your Petitioners recognise the reasons provided for not including that part of the scheme in the current proposals but would respectfully record their disappointment that the scheme will terminate at Abbey Wood rather than continue to Ebbsfleet, as originally proposed. In particular, the truncated scheme will result in a reduced potential for regeneration in the northern part of the



London Borough of Bexley. This area has been designated by ODPM as a Zone of Change within the Thames Gateway where significant growth in both housing and jobs is anticipated over the next few decades despite the fact that it currently has poor access by public transport..

- 39 Accordingly, your Petitioners seek assurances from the Promoter in relation to the current proposals and that it is committed to extend the scheme. Current plans are said to provide for the future extension of services from Abbey Wood to Ebbsfleet using upgrades to the North Kent Line. Major regeneration projects are already underway at Ebbsfleet where significant new residential and employment growth is planned as part of the regeneration of Thames Gateway and the delivery of the ODPM's New Communities Programme outside London in North Kent. There is no commitment by the Promoter to a date for delivery of this extension and this is viewed by your Petitioners as a potentially serious weakness in the project that will delay the regeneration process, increase car travel in the area and will create adverse traffic and environmental impacts on those residents surrounding the proposed station at Abbey Wood.
- 40 As a general matter, your Petitioners submit that provision should be made for the Promoter to repay to your Petitioners all proper costs, charges and expenses (including the proper fees of such professional advisers as they may instruct) reasonably incurred in consequence of the Bill or of any provision made as a result of this Petition.
- 41 There are other clauses and provisions in the Bill which, if passed into law as they now stand, will prejudicially affect your Petitioners and their rights, interests and property and for which no adequate provision is made to protect your Petitioners.



Conclusion

42 Your Petitioners submit that the Bill fails adequately to safeguard and protect the interests of your Petitioners and should not be allowed to pass into law without these issues being addressed.

YOUR PETITIONERS THEREFORE HUMBLY PRAY your Honourable House that the Bill may not be allowed to pass into law as it now stands and that they may be heard by themselves, Counsel or Agents and with witnesses in support of the allegations of this Petition against so much of the Bill as affects the property, rights and interests of your Petitioners and in support of other such clauses and provisions as may be necessary or expedient for their protection or that such other relief may be given to your Petitioners in the premises as your Honourable House shall deem meet.

AND YOUR PETITIONERS WILL EVER PRAY, &c.



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