



HOUSE OF COMMONS
SESSION 2005-06

CROSSRAIL

PETITION

Against the Bill – Praying to be heard by counsel, &c.

TO THE HONOURABLE COMMONS OF THE UNITED KINGDOM OF GREAT
BRITAIN AND NORTHERN IRELAND IN PARLIAMENT ASSEMBLED

**THE HUMBLE PETITION OF MR LEONARD WILLIAM RALPH WEBB AND MRS
GWENDOLINE WEBB**

SHEWETH as follows:-

1. A Bill (hereinafter called "the Bill") has been introduced into and is now pending in your honourable House entitled "A Bill to make provision for a railway transport system running from Maidehead 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. Clauses 1 to 20 set out the Bill's objectives in relation to the construction and operation of the railway transport system mentioned in paragraph 1 above. They include provision for compulsory acquisition, planning permission, heritage issues, trees and noise.

Clauses 21 to 44 of the Bill establish a regulatory regime for the railway transport system and clauses 45 to 59 of the Bill deal with miscellaneous and general provisions.

3. The works proposed to be authorised by the Bill are specified in Schedule 1 to the Bill and the scheduled works are defined in the Bill as the works specified in Schedule 1 to the Bill which are works authorised to be constructed by the nominated undertaker (defined in the Bill and hereinafter referred to as "the nominated undertaker").
4. Your Petitioners are Mr Leonard William Ralph Webb and Mrs Gwendoline Webb of Bushwood, 6 Herington Grove, Hutton Mount Brentwood, Essex, CM13 2NN. Bushwood is a four bedroomed detached house occupied solely by the petitioners.
5. Your Petitioners' house faces onto the site of the proposed works at Shenfield station. According to the Environmental Statement deposited with the Bill, residents of Herington Grove will be significantly affected by noise and or visual impact, to the extent that some residents may be eligible for insulation or even rehousing. Your Petitioners will be so affected.
6. Your Petitioners and their rights interests and property will be injuriously affected by the proposals in the Bill to which your Petitioner object, for the reasons, amongst others, hereinafter appearing.
7. Your Petitioners do not object in principle to the decision to build Crossrail, and in fact welcome any improvement in cross London travel provision. However, there are many matters which concern your Petitioners arising from the proposals in the bill. Some of these matters apply generally to the whole length of the Crossrail line and others are specific to the terminus at Shenfield.
8. Your petitioners object to the planned construction of a new, sixth, platform at Shenfield, and can see no justification for it as the proposals are for a maximum of 12 trains per hour in place of the

current 15. The Promotors further plan to extend existing platforms so as to accommodate the 10 car trains and to lay new track to the west of the station and to significantly modify the stabling sidings immediately to the east of Shenfield Station. This construction activity, planned to take place over a period of some 18 months, will give rise to problems of noise, vibration, dust, visual impact and disruption to the normal flow of traffic, to the detriment of your Petitioners. The planned occupation of the Friars Avenue and the Hunters Avenue car parks as work sites will reduce by more than 50% the number of off street parking places at Shenfield, already insufficient at peak periods. This will inevitably lead to much more on street parking, most of it illegally, and much of it in Herington Grove. The lack of parking spaces and the increase in traffic congestion will further result in many potential customers being dissuaded from using Shenfield shops and local services which will lead to the permanent closure of some of these local businesses and therefore to a loss of amenity for your Petitioners.

9. The railway transport system as proposed in the bill will provide no net benefit to rail users travelling on the Great Eastern Corridor. Trains may well have more carriages, 10 instead of currently 8, but there will be fewer of them, 12 trains per hour instead of the current 15, all of which will stop at all stations and the semi-fast service, stopping at a limited number of intermediate stations, will be discontinued. Claims by the Promotors of easier and quicker travel into Central London are for most travellers incorrect. NetworkRail already does and will continue to provide fast through trains to Stratford and Liverpool Street where most journeys terminate, or travellers transfer to one of the many underground or suburban lines or to the buses to complete their journeys. Your Petitioners note the Proposers claims of improved links to Heathrow Airport but the Crossrail travel time will be two hours and twenty minutes and necessitate a change at Whitechapel. The current comparable journey by Network Rail to Stratford then onward by underground and the Heathrow Express is one hour and forty minutes;

that is forty minutes less than the Crossrail proposal with only one additional change necessary.

10. The Promoters of the bill have failed to adequately consider alternatives to Shenfield as the site for the Essex terminus. The obvious place for the terminus would be Stratford which would have left the east coast line unaffected. Should development at Stratford or its near environs be prohibitively expensive then there is a further option and that is to build a new station and terminus on currently uncultivated farmland and woodland at Mountnessing, two miles beyond Shenfield, the Mountnessing Parkway. Your Petitioners would propose that the Mountnessing Parkway be sited alongside and to the east of the main east coast line at Arnolds Wood and bounded to the north by Lower Road Mountnessing and to the south by the Southend branch line. The Mountnessing Parkway could be constructed, using up to date technology to provide maximum security for pedestrians and parked vehicles and optimised for ease of access for public and private transport. A major advantage would be an optimal track layout and an adequate sized car park for current and importantly future needs.

YOUR PETITIONERS THEREFORE

HUMBLY PRAY

your Honourable House that the Bill may not pass into law as into stands and that they be heard by themselves, their counsel, agents and 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 such other clauses and amendments as may be necessary and proper for their protection and benefit.

AND YOUR PETITIONERS will ever pray, &c.