

CROSSRAIL

PETITION

Against the Bill – 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 KATIE BLACK

SHEWETH as follows :-

1. A Bill (hereinafter called "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. 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 are works authorised to be constructed by the nominated undertaker (defined in the Bill and hereinafter referred to as “the nominated undertaker”).
4. Your petitioner is a resident of Westbourne Terrace, Paddington. The road runs parallel to Eastbourne Terrace, a major worksite for the Paddington section of Crossrail. Your petitioner has amenity interests which will be adversely affected to a material extent by the provisions contained in the Bill.
5. The Bill would authorise the construction of a new railway in tunnels under land adjacent to where your petitioner lives, construction of its station at Paddington underneath Eastbourne Terrace (a local bus route), and construction alongside the existing surface railway, close to land where I live. I would be injuriously affected by construction of the railway; and by its operation, through transmission of noise or ground-borne vibration, to which your petitioner objects.

Introductory.

6. Your petitioner supports the principle of the proposed railway, for the improvements which it would bring to local public transport, and I do not object to the proposed route. I welcome the proposal to provide a direct Crossrail service through Paddington to Heathrow Airport, and believe that this service should be frequent and available from the outset.
7. Your petitioner welcomes the Environmental Statement and its Supplement but is not satisfied that the information relevant to mitigating the injurious effects of construction and operation is in all respects complete and adequate. I am concerned about the impact of construction and new structures upon residential and other buildings over the line of the tunnels to the South of Paddington Station and upon listed buildings in the Paddington area and their setting. They understand that the adequacy of some of the baseline assumptions, made in assessing the likelihood of other injurious effects of construction and operation (especially those for ground borne noise and

vibration of trains in operation, and both ground and air borne noise, vibration, dust generation, air and light pollution during construction), is open to question. In your petitioners' respectful submission, these need to be tightened so as to mitigate effectively the harm caused to residents and businesses affected by construction and operational impacts. For these reasons, your petitioners respectfully submit that the Bill should not be passed in its present form.

8. Your petitioner suggests that their serious concerns about injurious effects can best be set out in a site-specific way, related to what is said in the Environmental Statement and its Supplement.
9. Long-term vehicular access to Paddington main-line station. The amenity of your petitioner living in the residential areas adjacent to Paddington main-line station will be damaged if the increasing amount of traffic to and from the station is diverted through the area in which I live. In consequence, during passage through Parliament of the Heathrow Express Railway Bill in 1991, the Promoters of that Bill gave undertakings to work with Westminster City Council and the railway authorities towards development of satisfactory long-term arrangements for vehicular access to the main-line station, which would focus station traffic towards the strategic road network and away from the residential areas adjacent to the station.
10. The proposed design of the Crossrail station underneath Eastbourne Terrace makes impractical the agreed method of implementing a long term vehicular access scheme using the station's Departures Road, which is on the station's western side, because the scheme would have included a taxi exit lane in Eastbourne Terrace, approached by a short tunnel from the Departures Road, to enable taxis to change direction, and proceed towards the strategic road network. So long as there is no assurance that alternative permanent vehicular access will be constructed on the station's eastern side, the Promoters of the Bill should have, but have not, designed an equally effective alternative.
11. Such a design would probably require use of part of the sub-surface underneath Eastbourne Terrace, to enable taxis to change direction and

return to the Departures Road facing towards the strategic road network, and so this design must be settled before construction of the Crossrail station starts. The design is needed whether or not a traffic access deck is eventually built, after Crossrail opens, on the main-line station's eastern side, unless this can be completed in the few years remaining before construction of Crossrail starts. This is a possibility mentioned in the Supplement to the Environmental Statement, Box 1, page 4, if construction of Crossrail is delayed by two years, but would still be dependent on other developers having a viable case for a package of works (of which the transport access deck would only be a part).

12. Sites. During construction of the Eastbourne Terrace site, I seek reassurances regarding the movement of materials that they will not be carried on roads around Westbourne Terrace and that Cleveland Terrace will not be used as an exit route as currently indicated on the plans.

13. During operation, there will be noise and ground borne vibration from trains which, your petitioner maintains, will be perceptible particularly late at night and early in the morning when background noise levels are low. Even if noise levels are not perceptible at the outset, they may become so later, as wear and tear sets in. Your petitioners seek further protection from possible deterioration of the initial acoustic properties, by the installation of "floating" (rubber mounted) track and respectfully submit that there should be a legally binding commitment on the Promoter, the nominated undertaker and subsequent operators of the railway that the initial standards of ground borne noise and vibration will be adhered to throughout the life of the project.

14. Eastbourne Terrace site: complete decking over 'cut and cover' excavations (Schedule 1, Works Nos. 1/3A and 3B). It is normal practice, in your petitioners' submission, that sites where there is construction by 'cut and cover' should be almost entirely decked over, so that the traffic flow above is not disrupted and traffic diversions are not needed. Your petitioners can provide evidence that this was so in the case of construction of the stations for a deep level metro in Bangkok, Thailand, and understand it has been the

same during construction of the metros in Hong Kong and Singapore. The proposed closure of Eastbourne Terrace, to all but one lane of traffic in each direction, will lead to traffic delays, including delays to ambulances on emergency calls heading for St. Mary's Hospital, inconvenience to bus passengers and operators, and harm to the residents of adjacent roads through which some traffic is diverted, all of which would be avoided if there was full decking over the site during construction.

15. Residents in Cleveland Terrace and the adjacent part of Westbourne Terrace need full protection by double glazing etc. from the noise, vibration and dust generation of excavation in Eastbourne Terrace, and protection by limitation of the hours of construction work.(particularly evenings and weekends) Families with children in particular need these reassurances. Experience gained from construction work undertaken for the Paddington Basin, Bishops Bridge and the current demolition of the Telstar Building reinforce the increased need for this action. (changing wind direction and weather patterns affect a wider local area than Eastbourne Terrace alone.
16. Your petitioner submits that residents of the local area will be injuriously affected by the Promoter's proposal that the bus stands now situated in Eastbourne Terrace should be transferred to Westbourne Terrace, which is largely residential. The consequent diversion of traffic will cause pollution, noise and increased road traffic accident risk to local families with children in particular. The frequency of buses (30+ per hour peak times) and use of bendy buses increase these risks. This could be avoided, in their submission, if there were full decking over Eastbourne Terrace during excavation of the Crossrail station at Paddington.
17. Your petitioner seek information about the increased footfall along Cleveland Terrace and in Westbourne Terrace, both largely residential streets, due to the provision of an entrance to the Paddington Crossrail station at the junction between Cleveland Terrace and Eastbourne Terrace.

18. Your petitioner is concerned about the impact upon the residential Westbourne Terrace of the proposed early removal of sewers and other utilities from Eastbourne Terrace (Schedule 1. Work No. 1/12) and their transfer to the residential Westbourne Terrace and seek legally binding assurances regarding hours of work and protection from the noise, smell, vibration and dust generation of these works.

19. Impact on residential amenity of lorries carrying material excavated from the Eastbourne Terrace site (and more generally). Lorries carrying excavated material from this and other sites need tighter control than proposed (routes and hours of operation), as they will add to congestion on Harrow Road and cause harm to residents when diverted through Chippenham Road and Elgin Avenue. Your petitioners seek confirmation that excavated material from the Eastbourne Terrace site and other nearby sites will be removed through the Crossrail tunnels after only a short (to be defined) preliminary stage of the works.

20. Your petitioner would like to request that the local Paddington "newspad" online website is used to keep residents updated of schedules of demolition, weekend hours of work, pollution levels and noise levels. Results from the monitoring of both noise and dust should be posted on the website weekly. The Telstar building (now demolished due to fire) in Cleveland Street has been identified as a monitoring point.

21. Your petitioner requests that a rodent management system is instigated and paid for by Crossrail when construction begins. Experience from previous building projects has shown that rodent displacement creates a major rodent issue in surrounding homes and needs ongoing management.

22. Your petitioner requests that the wildlife, trees and fauna of Westbourne Terrace are considered during construction. I request further reassurances that there will be no adverse effects long term on the ecology of the area.

23. Your petitioner also requests that the overall quality of life of local Paddington residents is considered by the implementation of construction. Tolerant residents have endured development of the Paddington Basin, rebuild of Bishops Bridge and now the demolition of the Telstar building. Crossrail will speed commuters through Paddington, but what of the remaining residents, families and children? How will our lives be enhanced?

YOUR PETITIONER THEREFORE HUMBLY PRAYS

your Honourable House that the Bill may not pass into law as it now 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 or expedient for their protection and benefit, or that such other relief may be given to your petitioners as your Honourable House shall deem meet..

AND YOUR PETITIONER will ever pray,

&c.