

HOUSE OF COMMONS
SESSION 2005-06

CROSSRAIL

P E T I T I O N

Against the Amendment of Provisions (May 2006) to the Crossrail 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 PADDINGTON
RESIDENTS' ACTIVE CONCERN ON
TRANSPORT ("PRACT")

SHEWETH as follows :-

1. Amendments to the Bill's provisions (hereinafter called "Amendment of Provisions") have been introduced into and are now pending in your honourable House entitled "Amendment of Provisions (May 2006)".
2. Part of the amendment to provisions is entitled "Realignment of siding and footbridge at Westbourne Park" and includes amendments to Schedules 1, 3 and 6 of the Bill. Table 1.1 of the accompanying environmental statement refers to the "Royal Oak Portal – Westbourne Park Sidings" and describes the "revised scheme" as follows.
3. "The revised scheme comprises an extension of the sidings to the east so that they are 350m long to enable a reinstated plant to continue to operate at its current capacity. Additional land is required to do this which was outside the limits of the Bill, the railway retaining wall will be moved to the north, and Westbourne Park Passage footbridge will be extended to span the new

sidings". Your petitioners object to these new proposals on the grounds set out below (paragraphs 7 and 8).

4. Your petitioners are Paddington Residents' Active Concern on Transport, known as "PRACT", which is a consortium established in 1986 of the following four wide-area residents' associations, all recognised by Westminster City Council for statutory consultation on planning applications and related environmental matters:-

Bayswater Residents' Association

Hyde Park Estate Association

Paddington Waterways and Maida Vale Society

South East Bayswater Residents' Association

The combined areas of the four founder members of PRACT cover all of the old London Borough of Paddington, other than its outlying north-eastern part. Your petitioners therefore represent amenity interests which will be adversely affected to a material extent by the provisions contained in the Bill, as modified by the amendment of provisions. Your petitioners' objectives are to protect the local environment from damage caused by all-London or national transport projects and to promote improvements in the public transport or other transport facilities available to Paddington residents. The proposed route of Crossrail, between the point where it passes under the Bayswater Road and the "Paddington New Yard" site (Great Western Road), passes through or under the area of one or more of your petitioners' four founder member associations.

5. The Bill, as modified, would authorise the construction of a new railway in tunnels under land on which the members of your petitioners' four founder member associations live, construction of its station at Paddington underneath Eastbourne Terrace (a heavily used bus route), and construction alongside the existing surface railway, close to land where the members live. They would be injuriously affected by construction of the railway; and by its operation, through transmission of noise or ground-borne vibration, and air and light pollution during construction, to which your petitioners object.

Introductory

6. As stated in their petition dated September 2005, your petitioners support the principle of the proposed railway, for the improvements which it would bring to local public transport and to London's economy, and they do not object to the proposed route. They welcome the proposal to provide a direct Crossrail service through Paddington to Heathrow Airport. Your petitioners believe that there should be passive provision for an additional station eventually at Westbourne Park, where the Crossrail line passes under Great Western Road (near to "Paddington New Yard"). They would support the eventual extension of Crossrail to other western destinations, so as to limit the need to turn trains back at the "Paddington New Yard" site.

Eastwards extension of the siding

7. Your petitioners object to eastwards extension of the siding on two grounds: loss of land and disturbance to residents. *Loss of land*; the siding's extension will further constrain the space available for the activities of the Westminster Academy. *Disturbance to residents*: in your petitioners' understanding, the longer freight trains of 18 wagons will operate at night when unloading at the reinstated concrete batching plant situated at Paddington New Yard. The freight trains will be standing for unloading, or shunting, on new track opposite residents who live in Westbourne Park Villas and so will disturb their sleep at times when other trains are not running. Your petitioners can see no justification for reinstating this disruptive batching plant at a sensitive location, given that it needs to be closed anyway throughout the construction of Crossrail. There would also be disturbance from construction of the new retaining wall to the railway, if it were allowed to take place at night.

Pedestrian bridge (footbridge) across the main line railway

8. Schedule 3 of the Bill, Table, Part 2; and the amendment of provisions (May 2006). The pedestrian bridge over the railway between Alfred Road and Westbourne Park Passage is a well used link which will also provide access to the new Westminster Academy to be situated just to the north of the railway.

As stated in PRACT's petition dated September 2005 (paragraph 42), the bridge is in a poor condition and, they would now like to add, by the nature of its construction it encourages muggers. The documents accompanying the amendment of provisions indicate that it will be severed for construction of a northwards extension over the new siding and that the extended part, but only this part, will have facilities for disabled access. In your petitioners' respectful submission, it is pointless to create facilities for disabled access in only one part of the bridge. Your petitioners ask that, in view of the present bad state of the bridge and as a small contribution to community benefit, including that of the new school, the entire bridge should be replaced. It should be designed to deter crime and anti-social behaviour, including disabled access at both ends and adequate lighting. Care should be taken in the new bridge's design that it does not re-radiate noise.

YOUR PETITIONERS THEREFORE HUMBL Y P R A Y

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 PETITIONERS will ever pray, &c.

A large black rectangular redaction box covering the signature of John W S Walton.

JOHN W S WALTON

Agent for Paddington Residents' Active
Concern on Transport ("PRACT")