

CROSSRAIL BILL: ROMFORD STATION**STATEMENT TO SELECT COMMITTEE**

On 6 February (Day 70) the Committee heard from the London Borough of Havering in support of their petition on Romford Station. We agreed to go away and re-examine the operational and engineering feasibility of alternative entrances to Romford Station in light of the issues raised by Havering, focussing on the possibility of a southern entrance through the existing structure, the widening of the existing mezzanine passageway, and how the design of the station foyer and treatment of the area beneath the railway bridge could improve access to the station from the south. We agreed to do this quickly, to liaise with Havering, and to report back.

I am happy to report that we have developed alternative proposals for Romford Station that are acceptable to Havering. Under these proposals the internal layout of the station will be altered so that the existing station entrance underneath the railway bridge can remain open. This entrance will provide a direct route from the bus station area into the railway station for all passengers, including people with restricted mobility (PRM), and will be approximately the same walking distance as would have been provided by a walkway through the bridge abutment as proposed by Havering. It will be provided with passenger operated ticket machines and will be in addition to the proposed new entrance to the north of the station.

I am, therefore, instructed to read into the record the terms of an assurance agreed with Havering, as follows:

"The Promoter will require the nominated undertaker to provide entrances to Romford Station at the north end of the station foyer and at the existing station entrance location. The entrance at the existing location will be at least as wide as the existing entrance. This is subject to the necessary approvals from Network Rail (which the nominated undertaker shall use all reasonable endeavours to obtain), and the necessary approvals under the Bill from the London Borough of Havering, being obtained at the time. The Promoter will also require the nominated undertaker to work with the London Borough of Havering, as the relevant planning and highway authority, on proposals for the comprehensive treatment of the pedestrian environment immediately outside the station."

For the record, I have been asked to point out that the alternative proposals that have been agreed with Havering supersede the assurance the Promoter gave the Committee in its response to its initial conclusions – that "the Promoter will provide for a new access ramp complying with modern standards for access for people with reduced mobility at the south side of Romford Station. The new ramp will be built to the west of the existing door, providing access to the south end of the mezzanine level subway of Romford Station" – and that assurance will therefore be removed from the Register of Undertakings and Assurances and replaced with the first one I have just read out.