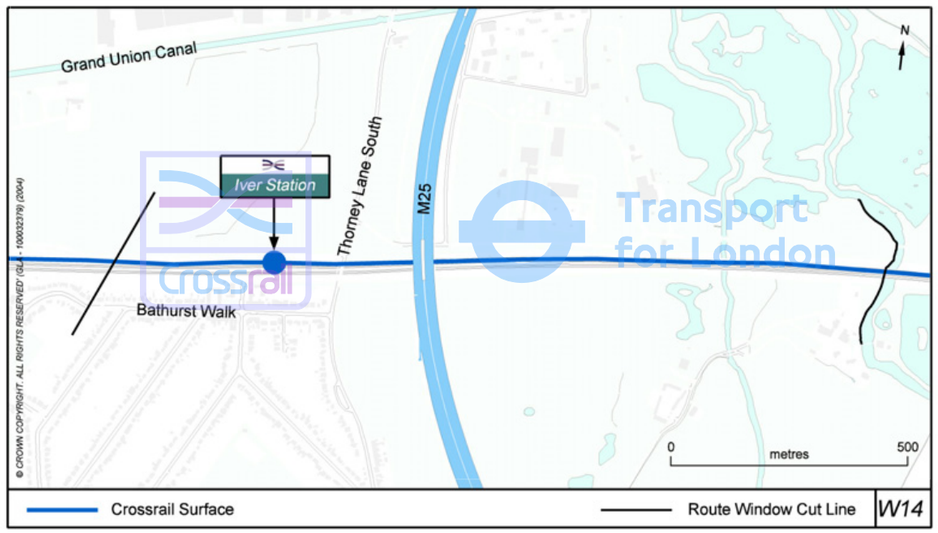
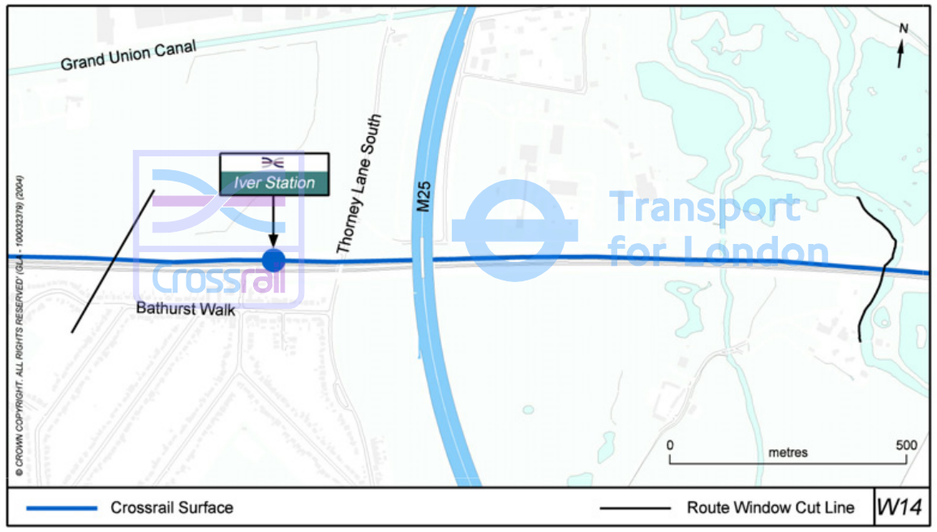
Chapter 13
Route window W14
Iver station



13 Route window W14 Iver station



Introduction

13.1 Within this route window the main Crossrail works will involve:

- The introduction of overhead line equipment throughout;
- A new ticket office and platform extensions at Iver station; and
- Replacement bridge at Thorney Lane.

13.2 Crossrail services will provide new direct links and additional capacity to the West End, City and Canary Wharf business district and onwards to Essex and via interchange at Abbey Wood to North Kent. Journey time savings to these key destinations will be substantial as set out below.

13.3 Iver station worksite will serve the station improvement and platform extension works.

13.4 Three worksites will serve the Thorney Lane bridge works:

- Thorney Lane North worksite west;
- Thorney Lane North worksite east; and
- Thorney Lane south worksite.

13.5 In total, works at the station, including the trackworks, will take about one year and seven months to complete.

13.6 The drawings provided at the end of this chapter present the main features of the route window, construction lorry routes assessed, existing facilities in the vicinity of Iver station and transport linkages.

Baseline conditions

Iver station

13.7 Iver station is located in South Buckinghamshire. It is a small commuter station on the Great Western Main Line to the south of Iver village, and north of the Richings Park residential area. Iver station is located in the green belt. A photograph of this station ticket office is shown in figure 13.1.

Figure 13.1: Iver station entrance

13.8 The platforms are reached via footbridge and staircases that take passengers down to the two island platforms.

13.9 Iver station is located at the dead end of Wellesley Avenue that is linked to Bathurst Walk through a raised crossroads. Both Wellesley Avenue and Bathurst Walk are residential with 30 mph speed limits.

13.10 Bathurst Walk forms a priority junction with Thorney Lane South. This is an unclassified road with a 40 mph speed limit that runs north to south and links Richings Park to Iver Village and on to the B470 to the north. To the north of the junction with Bathurst Walk, Thorney Lane South narrows over a railway bridge. When heavy goods vehicles pass over the bridge vehicles travelling in the opposite direction are required to give way.

13.11 Although Iver station is immediately to the west of the M25 motorway, access to it is not in the locality. The M25 can be accessed via junction 5 of the M4 that is 5 km to the south-west or junction 1 of the M40 which is 7.5 km to the north.

13.12 First Great Western Link operates the rail services at Iver station with destinations to Slough and Maidenhead to the west and Ealing Broadway and London Paddington to the east. Long distance

trains do not stop at Iver station. There are two trains per hour in each direction stopping at this station.

13.13 There are no bus stops in the vicinity of Iver station, but the station is currently served by one bus route, which operates on a round trip to and from Uxbridge station via Iver Village, Iver station and Langley station. There are currently only four journeys a day with the first timetabled to stop at Iver station at 0943. This route does not provide a suitable bus service for rail commuters. Another two bus routes serve Iver village, located over one mile from the station.

13.14 There are no facilities for taxis or minicabs at the station. Informal drop-off or pick-up by taxi is not possible close to the station entrance, due to vehicles parked on the footway on the approach to the station.

13.15 Iver station does not have a car park and there are no other off-street car parks.

13.16 On-street parking is permitted in the vicinity of Iver station at the Richings Park residential area. Vehicles park on both the north and south kerb of the short section of road that leads from the end of Wellesley Road to the station entrance. This practice blocks the footways and prevents drop-off at the station.

13.17 Parking is restricted on the short section of Wellesley Avenue to Bathurst Walk and on Bathurst Walk in the vicinity of the local shops. The properties on Bathurst Walk between Wellesley Avenue and Thorney Lane South generally have large driveways. Despite this a significant amount of kerbside parking was observed. It is reasonable to assume that rail passengers left the majority of the parked cars.

13.18 In the vicinity of Iver station there are no roads that are signposted as suitable for cycling, however the low vehicle flows and speeds in the Richings Park area provide a suitable environment for cyclists. There is a cycle rack with capacity for 10 cycles adjacent to the station entrance.

13.19 The station entrance and the small ticket office are located behind Wellesley Court and the end of Wellesley Avenue. Due to the low vehicle flows and speeds and the quiet residential nature of the area walking in the roads is commonplace. However, the roads are not designed for shared pedestrian and vehicular use.

13.20 There is a footpath that runs east to west from Thorney Lane South to the station.

13.21 At present there are no formal mobility impaired passenger drop-off and pick-up areas or reserved bays in at Iver station. The station entrance is at street level but there are no facilities within the station to help mobility impaired passengers to access the platforms from the ticket hall.

Thorney Lane bridge

13.22 Thorney Lane bridge lies approximately 200 m east of Iver station and 200 m west of the M25. It is an unclassified road connecting Thorney Lane North with Thorney Lane South. The bridge is in the Local Authority of South Buckinghamshire. It has two narrow lanes with no footway down either side.

13.23 North of the bridge are two access roads on the east and west of Thorney Lane Bridge that serves a water treatment works and Bison concrete works.

13.24 The narrowness of the bridge often prevents two lorries passing each other over the bridge. This causes unnecessary delay and presents a hazard as speeds, along the northern section especially, were observed to be particularly high. Sight lines from the Bison service road along Thorney Lane South (over the bridge) appear to be sub-standard and represent another hazard.

13.25 Thorney Lane footbridge, west of Thorney Lane Bridge currently has 149 pedestrians and 70 cyclists crossing between 0700 and 1900.

The permanent works

Iver station

13.26 At Iver station, a new ticket office will be provided on the site of the existing facility. Platforms 2, 3 and 4 at Iver station will be extended eastwards to accommodate Crossrail trains. Platform 4 will be converted to an island platform: its north side will be reconstructed to create the new platform 5; this will serve the new relief line (see route windows W16 and W15), created at Iver station by upgrading the existing freight loop and realigning it slightly northwards.

Thorney Lane bridge

13.27 In order to accommodate the OHLE, Thorney Lane road bridge will be replaced with a new structure immediately to its east. Thorney Lane South and associated roads will be realigned and modified as necessary. This work will be undertaken before the existing bridge is demolished.

Worksite assessment

13.28 All worksites in this route window will be primarily accessed off Thorney Lane South and are described below. The lorry route is shown on Map W14 (iv).

Iver station worksite

13.29 Iver station worksite is situated approximately 200 m west of the station, immediately north of the Great Western Main Line. It occupies an area of land currently disused adjacent to the Bison concrete works (shown in Fig 14.2). The site is accessed via an existing works access road to Bison and other industrial units.

Figure 13.2: Location of Iver Station worksite – north of platform 4

13.30 No significant traffic and transport impacts have been identified that are associated with this worksite.

Thorney Lane North worksites west, east and south

13.31 There are three worksites associated with the works at Thorney Lane Bridge. The first worksite, Thorney Lane North worksite east, is situated to the north east of Thorney Lane Bridge. It will be accessed via Thorney Lane North, and occupies land to the north of Great Western Main Line.

13.32 A second worksite, Thorney Lane North worksite west, is situated to the north west of the bridge in an area of disused land. This site will be accessed from the Bison works service road.

13.33 A further worksite is situated to the south east of Thorney Lane Bridge. Thorney Lane worksite south occupies part of a field, as shown in figure 13.3. A new access will have to be formed during construction, giving access directly from Thorney Lane South.

13.34 There are no significant impacts associated with the construction of the new Thorney Lane bridge. Construction will continue off-line, therefore allowing the existing bridge to remain open during the majority of the construction period. Both the foot bridge and road bridges will only need to be closed for short periods of time, typically overnight or at weekends to allow for the new bridge to be aligned.

13.35 To enable the new bridge to be aligned, there will be limited short-term closures (weekends and overnight) along Thorney Lane and a diversion route will be in operation. There will be two possible routes. To the west via Market Lane, and High Street, a diversion of approximately 4 km. To the east the route will be via High Street at West Drayton and High Road, the A408, a diversion of approximately 8 km. These diversions will not be significant as they will only be in place for a short period of time.

13.36 Pedestrians and cyclists will not be affected, since the footbridge will remain open for the majority of the construction period. During the short period when the footbridge is closed for parapet works, the new road bridge will be complete with a footway on the western side.

Figure 13.3: Thorney Lane South worksite

Lorry route assessment

13.37 Lorry access to the worksites will primarily be from the south along Thorney Lane South, via Sutton Lane and North Park Lane to join the A4 London Road.

13.38 Peak construction activities at the Iver station worksite will occur for a period of approximately five weeks, during which time the number of lorries generated by the worksite will be 30 per day. At other times the typical number of lorries will be approximately eight per day.

13.39 There will be an increase of 40 lorries per day during the peak construction period of five weeks to Thorney Lane worksite south.

13.40 The northern worksites will also be normally accessed from the south, however during the limited bridge closures (to realign the road with the new bridge) the worksites will be accessed from the north. During these short periods lorries the lorry route will be from A4 London Road, the B470 and Thorney Lane North.

13.41 Peak construction activities at the east and west worksites will occur for a period of approximately five weeks, during which time the number of lorries generated by the worksite will be 40 per day. At other times the average number of daily lorry trips will be approximately 24.

13.42 No significant traffic and transport impacts have been identified as a result of these lorry routes and cumulative lorry traffic volumes.

Mitigation and temporary impacts

13.43 To mitigate delays to vehicle occupants, an off-line bridge will be constructed whilst the existing crossing remains open. This also ensures that there will only be negligible delay to vulnerable road users.

13.44 In summary, there are no significant temporary traffic and transport impacts to report in this route window.

Mitigation and permanent impacts

13.45 The significant operational impacts and mitigation measures are indicated in table 4.3.

13.46 The 2016 flows predicted at the station are small approximately 150 passengers two-way between 0700 and 1000. This represents broadly the same level of usage as forecast in 2016 without Crossrail and there are sufficient traffic and transport facilities in the vicinity of the station to cater for the forecast numbers.

13.47

13.48 The new Thorney Lane bridge will be of sufficient width to support two-way movement of heavy goods vehicles. This will be an improvement on the existing situation.

13.49 Significant impacts on rail users at Iver are forecast. Rail passengers are expected to experience significant journey time benefits. These are discussed below.

Impact on journey times

13.50 Table 14.1 sets out representative journey time savings between Iver and selected Crossrail stations. They are typical of the journey time benefits to many of the stations served by Crossrail

Table 14.1: Journey time savings with Crossrail at Iver (Platform to Platform)

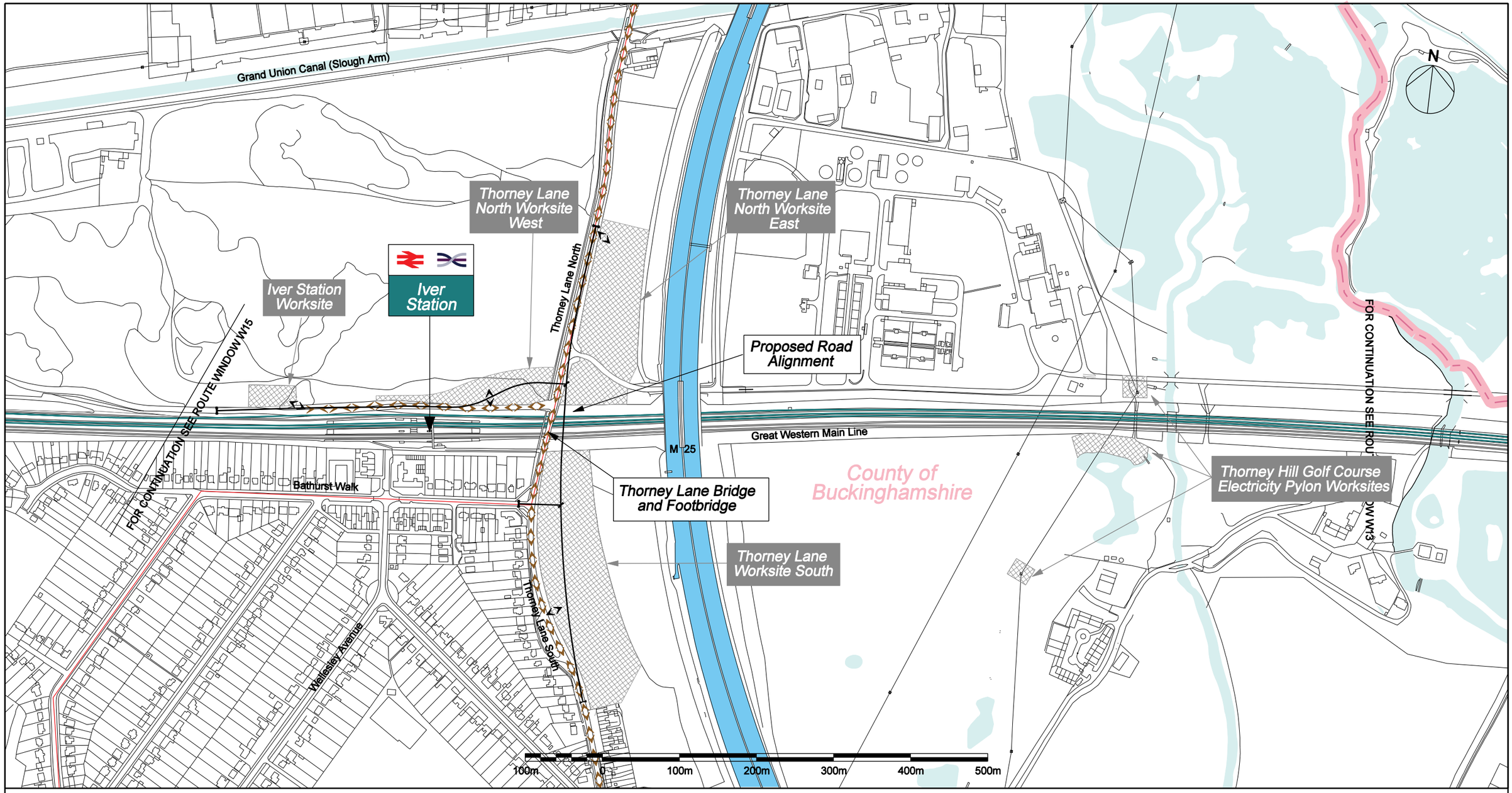
From / To		Heathrow	Tottenham Court Road	Farringdon	Liverpool Street	Canary Wharf	Stratford
From Iver	Without Crossrail	27	45	45	49	58	62
	With Crossrail	20	25	28	31	37	41
	Savings (mins)	7	20	17	18	20	21
	Savings (%)	26%	44%	38%	37%	34%	34%
To Iver	Without Crossrail	27	50	49	53	63	67
	With Crossrail	23	30	33	35	42	51
	Savings (mins)	4	20	16	18	21	16
	Savings (%)	15%	40%	33%	34%	33%	24%

Table 14.2: Route window W14 – Temporary impacts

Potential impact		Significance	Committed Mitigation	Residual Impact	
				Description	Significance
Worksite Impacts					
Traffic Levels and Delays to Vehicle Occupants					
CT1c	Thorney Lane Bridge diversion for vehicles	Significant	Construct an upgraded off-line bridge prior to the closure of the existing bridge.	Diversions over a weekend and over night during scheme alignment	Not significant

Table 14.3: Route window W14 – Permanent impacts

Potential impact		Significance	Committed Mitigation	Residual Impact	
				Description	Significance
Public Transport					
OT2c	Improved journey times – see journey times table above	Significant	*N/a*	*N/a*	Significant



Route Window Cut-Line
Crossrail Tunnel & Portal
Crossrail Surface
Surface Structure
Sub-Surface Structure
Permanent Vehicle Access/Egress

Worksites
Lorry Routes - One Way/Two Way*
Main Construction Access/Egress One Way/Two Way

* Lorry routes shown between worksites and TLRN/Principal Road Network

Motorways
TLRN/Principal Road Network & Trunk Roads
Proposed Strategic Road Network**

**In Greater London

Bus Routes
Strategic Cycle Route
Cycling Diversion Route
Pedestrian Diversion Route
County Boundary
District & Borough Boundary

Watercourse/Waterbody

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IVER STATION
TRANSPORT AND ACCESS

MAP
W14 (iv)

SCALE : 1:5000 @ A3

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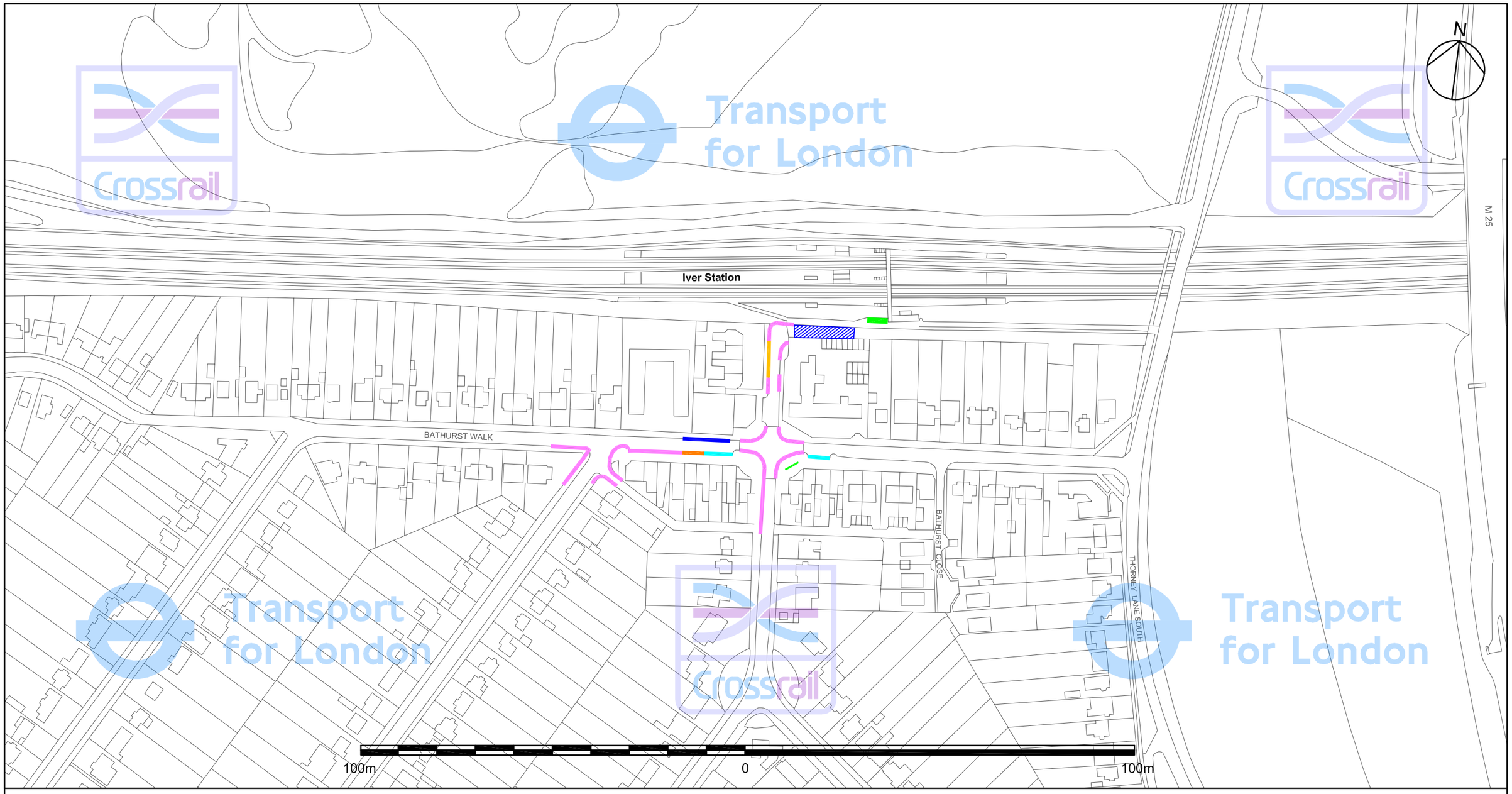

- No Waiting at Anytime
- Waiting / Loading restrictions apply
- Metered Parking
- Permit Parking
- Mobility Impaired and/or Disabled Parking
- Bus Lane
- Off Street Public Car Park
- Cycle Parking
- Taxi Rank
- Motorcycle Parking
- Pick up / Drop off Area
- Signal Controlled Crossing
- Signal Controlled Junction
- Zebra Crossing
- One Way Street
- Barrier

NOTE: Traffic details, Parking, and Waiting & Loading restrictions etc are only shown in areas near to station entrances and where considered relevant

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IVER STATION
BASELINE TRAFFIC AND PARKING

MAP
W14 (v)

SCALE : 1:2000 @ A3

Scale 1:2500 at A3

50m 0 50m 100m 150m

Iver Station

Crossrail

First Great Western

Thorney Lane South

M 25

Bathurst Walk

Wellesley Avenue

Somerset Way

Transport for London

Crossrail

N

- Crossrail Route on Surface
- Surface Structure
- Existing Entrance/Exit No Alterations Planned
- Crossrail Station Entrance
- Existing Bus Stop
- Bus Route
- London Underground Line
- Existing Station Car Park

Crossrail

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IVER STATION
TRANSPORT LINKS

11/02/05

MAP
W14vi)

SCALE : 1:2500 @ A3

1I0400-W1S00-P00-P-50008