



Information Round February 2005



Introduction

We are now working hard on the proposals which will go into the parliamentary Bill Deposit, asked for by the Secretary of State for Transport.

In this information round document we outline what Crossrail will mean across London and the South-East in areas local to you.

We have also created other material to help you understand what is being proposed in the building of the first new domestic heavy railway in London for more than a century.

Between February 10 and 19, 2005, there will be Information Centres along the proposed route of the railway where you will be able to call in and talk to Crossrail staff whilst taking a look at detailed plans.

We also have a 24-hour, 7-days a week Helpdesk that you can call.

Material available at Information Centres will also be available on the Crossrail website at www.crossrail.co.uk.



Norman Haste
Chief Executive
Cross London Rail Links Ltd
February 2005

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Please note:

All information and design proposals in this document and presented elsewhere in this Information Round are subject to change and are provided on the understanding that there is no binding commitment on the part of Cross London Rail Links Ltd.

01 Introduction

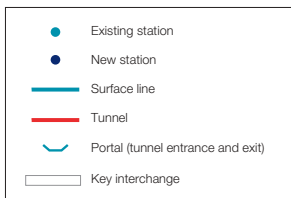
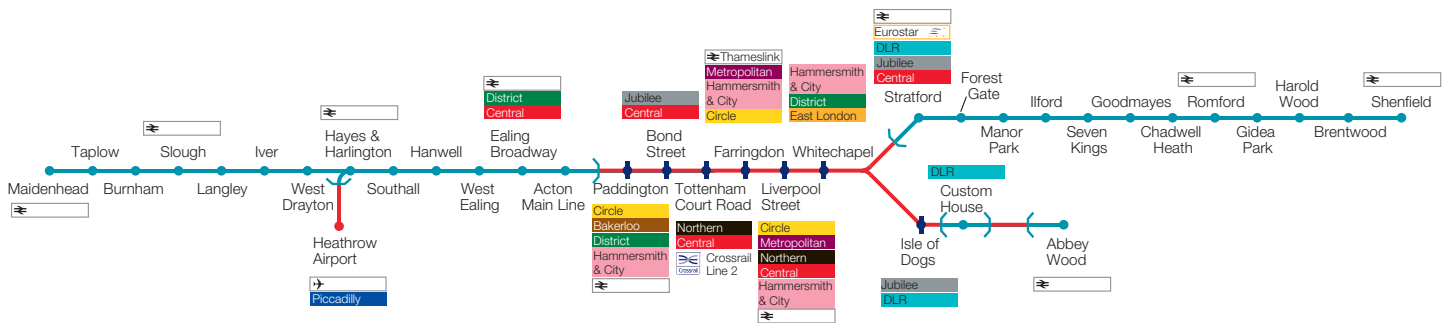
This document aims to provide an overview of the final proposals going into the hybrid Bill being presented to Parliament. It should be read together with the information presented on Public Information Centre panels, which describe in more detail the proposals at each station and other locations.

Information Pack sheets are available which further explain key topics. All of this material can be found on the Crossrail website: www.crossrail.co.uk, at Information Centres or by request from the Helpdesk on 0845 602 3813.



Crossrail line 1

Route Connections Map



02 What is the process for getting approval to build, operate and maintain the railway?

Approval is needed from Parliament to build, operate and maintain the railway. This will be achieved by the Government introducing a 'hybrid Bill' into Parliament which, if approved, would give the necessary powers.

It will involve the preparation of a number of documents that will be handed in or 'deposited' in Parliament including:

- The 'Bill' setting out the powers being sought including a description of the works to be carried out
- 'Parliamentary Plans and Sections' showing the route, location and levels of the works
- An 'Environmental Statement' explaining the environmental impact assessment work and identifying likely environmental impacts and possible mitigation measures
- A 'Book of Reference' setting out details of all land and property interests to be temporarily or permanently acquired
- An 'Estimate of Expense for Carrying out the Works'

Notices will be sent to the persons listed in the Book of Reference advising them of the introduction of the Bill to Parliament and of the proposal to acquire their interests.

These documents, the timing of their deposit and serving notices are requirements of Parliament as set out in Parliamentary 'Standing Orders'.

The timing of the introduction of the Bill will be announced in public advertisements.

After Second Reading of the Bill in each House of Parliament, Parliament will set up Select committees to consider the detail of the Bill and hear any petitions in support or opposition.

Individuals and organisations who might be affected by the proposals can submit petitions for the consideration of the Committees. Petitions must follow a particular wording and the Houses of Parliament can provide an explanation of the form of a petition on request. If you think you might be affected by the project and need more information, please call our helpline (24-hours, 7-days a week) on 0845 602 3813.

If approved, the Bill will receive 'Royal Assent' and become an 'Act'. Powers contained in the Act will become law and be available to progress Crossrail.

Further detailed design will be necessary. Local authorities will be asked to approve this detail.



03 Project background and current position

Cross London Rail Links Ltd (CLRL) was formed in 2001 to promote and develop two new railways, Crossrail line 1 and line 2. It is a joint venture company owned by Transport for London (TfL) and the Department for Transport (DfT).

Current planning work concentrates on the development of Crossrail line 1.

Crossrail line 1 is a proposal to introduce a new west-east railway linking Maidenhead and Heathrow with Essex and Kent through new tunnels under central London.

Crossrail line 1 has been safeguarded (Crossrail line 2 has also been safeguarded). This relates to a Government direction to help protect elements of the proposed routes from other developments.

The Secretary of State for Transport requested CLRL to consult on Crossrail's line 1 route proposals in a statement to Parliament on 14 July, 2003. As a result, the proposed route was consulted upon through two rounds of consultation and Public Information Centres. These were accompanied by an update of stakeholder views.



Crossrail is following the guidelines for communication on large scale infrastructure projects as laid down by the Office of the Deputy Prime Minister.

On 20 July, 2004 the Secretary of State for Transport announced in Parliament the Government's intention to introduce a Parliamentary Bill for Crossrail 'at the earliest opportunity'. Subsequently it was confirmed in the Queen's speech in November 2004 that a hybrid Bill would be deposited in the current session of Parliament.

The public engagement programme will continue with stakeholders such as Government agencies, local authorities, and community groups with special meetings to establish principles and policies for progressing the project.

A schools education programme is providing students along the proposed line of route with a number of curriculum-based Crossrail activities.

A programme of Public Information Centres was conducted along the proposed line of route between 6 September and 9 October, 2004 to provide an update, with more detail and responses to issues already raised.

A final information round will run from February 10-19, 2005 supported by the website, public advertising and mail-outs as well as a programme of local Public Information Centres.

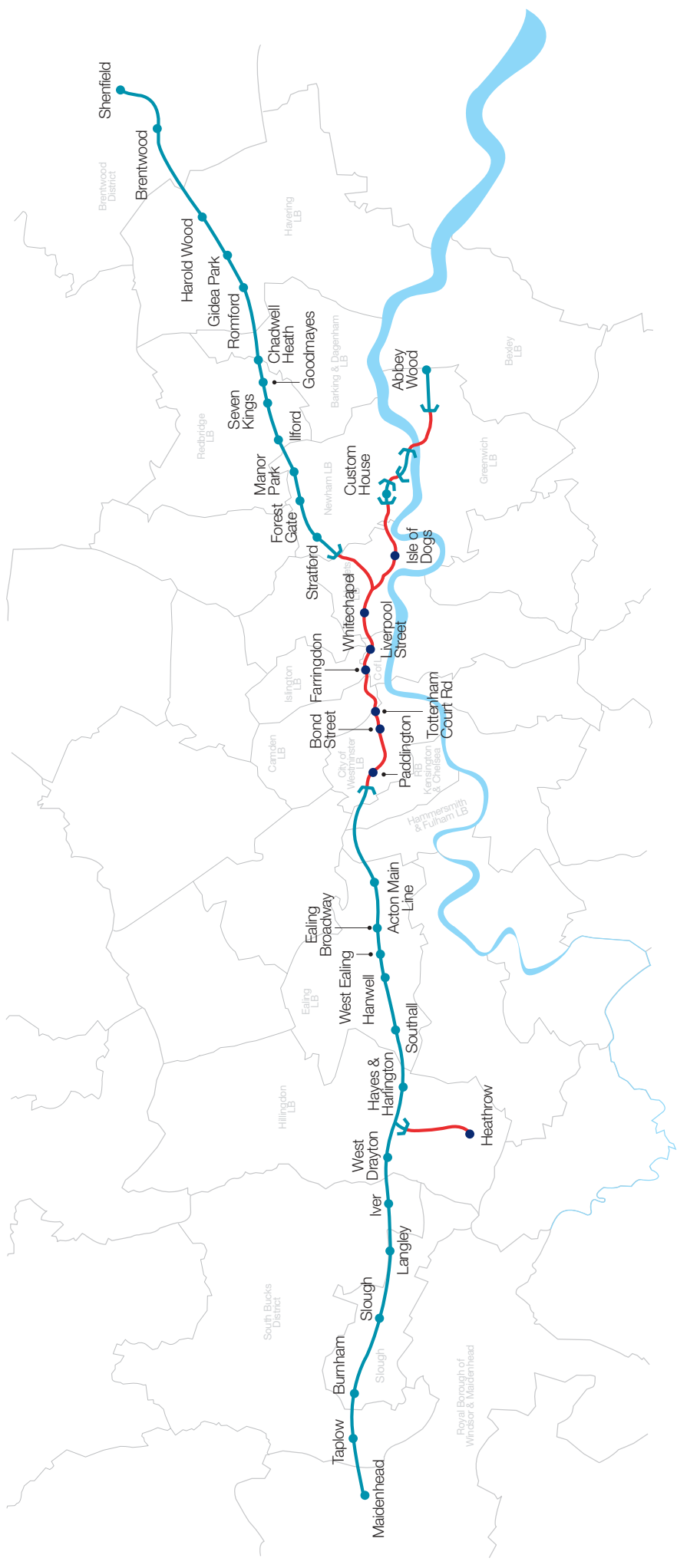
04 Crossrail's proposed route

The route proposals presented in the Parliamentary Bill are for trains to run on existing overground tracks from Maidenhead and Heathrow in the west through new tunnels under central London. The tunnels will serve seven new underground stations and connect with two eastern branches. One branch will surface at Pudding Mill Lane and continue on existing overground tracks to Shenfield. The other branch will surface at Custom House and run in tunnel under the Royal Docks before continuing to Abbey Wood via a new tunnel under the Thames near Woolwich.



Regional map

- Existing station
- New station
- Surface line
- Tunnel
- ⤵ Portal (tunnel entrance and exit)



05 Summary description of Crossrail

A brand new 'metro' style fleet of trains will operate over the proposed route. Up to 24 trains per hour at peak times will run in each direction through the Central Area between Paddington and Whitechapel.

Crossrail plans to become an important part of the existing transport system by developing a network of strategic interchanges with nine London Underground lines, and National Rail services.

More than 22 kilometres of newly constructed twin tunnels will run under central London connecting Paddington in West London with the Isle of Dogs (Canary Wharf) and Pudding Mill Lane in East London.

Links to the existing National Rail Network will then allow Crossrail trains to reach Heathrow and Maidenhead in the west and Shenfield and Abbey Wood in the east. For access to and from the tunnels, three tunnel portals (entrance and exit) will be constructed at Royal Oak, Victoria Dock and Pudding Mill Lane. A further tunnel east of Custom House will run under the Thames from North Woolwich and surface in Plumstead.

Tunnel air quality will be managed by mechanical ventilation system through twelve ventilation shafts and stations, and incident response will be through emergency intervention points at one kilometre apart.

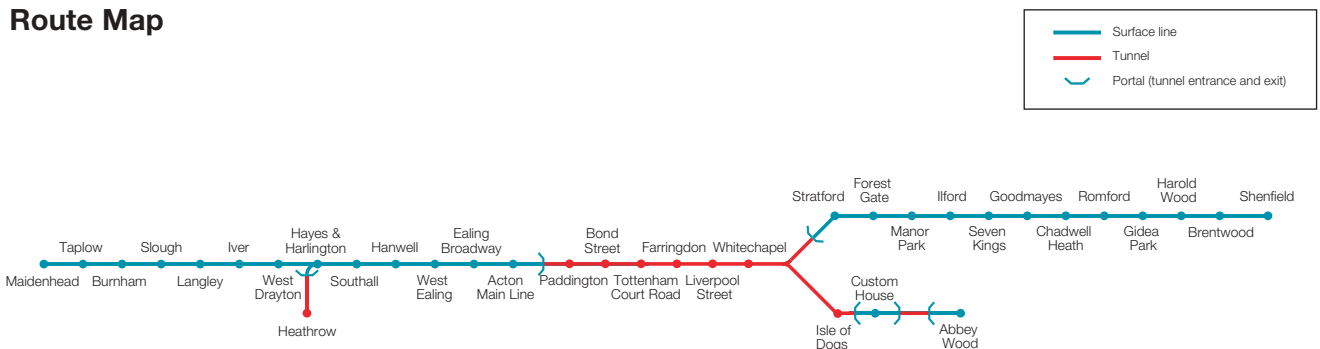
The seven new underground stations at Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street, Whitechapel and Isle of Dogs will include new ticket halls and fully accessible, modern facilities. There will be improvements at the 28 existing stations to be served. Details are available on the relevant Information Centre panels and the website.

In order to stable, service and maintain the trains and to manage the railway, a control centre and depot will be built at Romford. Some overnight stabling will be necessary along the route at various locations.

200 million passenger journeys per year are expected to be made on Crossrail and it is anticipated that fares on Crossrail will be part of Transport for London's Travelcard fare system.

The overall cost of Crossrail has been estimated at £10 billion.

Route Map



06 Corridor focus – a closer look at Crossrail

Crossrail's route has a Central Area and three outer branches called corridors. A summary description of the Central Area and each corridor follows. Further, more detailed information will be available at Information Centres, and on the Crossrail website.

All proposals remain subject to change and are based on current design.

The Great Western Corridor

By sharing and making better use of existing tracks and stations, trains will provide a service from Maidenhead and Heathrow calling at Taplow, Burnham, Slough, Langley, Iver, West Drayton, Hayes and Harlington, Southall, Hanwell, West Ealing, Ealing Broadway and Acton Main Line.

Trains from the west will enter and exit the tunnel at a portal constructed at Royal Oak.

Trains will be stabled using new sidings within the existing Old Oak Common depot, West Drayton former coal yard and the Maidenhead former goods yard.

There will be station improvements and improved access at Acton Main Line, Ealing Broadway, West Ealing, Southall, Hayes & Harlington, West Drayton, Slough and Maidenhead.

Platform extensions will be necessary at Acton Main Line, Ealing Broadway, West Ealing, Hanwell, Southall, Hayes & Harlington, West Drayton, Iver, Langley, Slough, Burnham, Taplow and Maidenhead for Crossrail's longer trains.

There will be minor station improvements at Iver, Langley, Burnham and Taplow.

Minor bridge works will be carried out at Stockley Road Bridge, Uxbridge Road Bridge, William Street Bridge, Stoke Poges Lane Bridge, Farnham Road Bridge and Dover Road Bridge.

The Airport Junction flyover at Stockley will be upgraded.

There will be reconstruction of Kingston Lane Bridge, Thorney Lane Bridge, Chequer Bridge, Trenches Bridge, Wexham Road Bridge and Leigh Road Bridge.

Old Stockley Road Bridge will be replaced with a new footbridge. Dog Kennel Bridge will be demolished.

Crossrail's trains will be electrically powered. It is proposed to 'electrify' the Great Western Main Line between Airport Junction and Maidenhead. This will involve the installation of masts and gantries to support the overhead lines and construction of line side sub-stations.

Heathrow Express will remain unaffected.

The Central Area

22.5 kilometres of new twin tunnels will connect seven underground stations at Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street, Whitechapel and the Isle of Dogs.

All stations will have new ticket halls, platforms, full accessibility, improved interchanges with existing services, ventilation shafts and emergency escape and intervention points.

Crossrail Paddington station will be built alongside the existing station building under Eastbourne Terrace. Ticket halls at each end will connect to the Main Line station and to the Crossrail platforms below. Worksites will be mainly on Eastbourne Terrace.

Crossrail Bond Street station's two new ticket halls will be at ground level at 65 Davies Street and 18/19 Hanover Square. These sites will also be used for station construction purposes.

Crossrail Tottenham Court Road station's two new basement ticket halls will be built under Charing Cross Road and a new plaza at Centre Point, and at Dean Street. Entrance to the first will be on the south-west corner of St Giles Circus and on the east side of Charing Cross Road outside Centre Point. Entrance to the Dean Street ticket hall will be on the south side of Oxford Street. A worksite will be on the Astoria Theatre site. Worksites are also proposed at Goslet Yard and Fareham Street where ventilation shafts and emergency escape facilities will be built. The Newman Street Post Office car park will be used to manage the construction traffic.

The new Crossrail Farringdon station will be located between Farringdon Road and Charterhouse Square, with two new ticket halls, one at street level on Farringdon Road and one at basement level by Lindsey Street.

Worksites will be at Cardinal House and beside Lindsey Street. Liverpool Street station will have a new basement ticket hall adjacent to Moorgate station and also new links to the existing London Underground Liverpool Street station. Main worksites will be at Finsbury Circus, within Liverpool Street and next to Moorfields.

Whitechapel station will have a new ground level ticket hall near Court Street over the District Line platforms, and it will also be possible to provide a ticket hall at Cambridge Heath Road should the need arise. A combined ventilation shaft and emergency intervention point will be required at Durward Street. Part of Whitechapel Sainsbury's car park and Essex Wharf will be worksites.

An area of Mile End Park will be required for temporarily holding of materials before removal by rail from the nearby sidings.

Isle of Dogs station (Canary Wharf) will be below the North Dock at West India Quay. The entrance will be from Great Wharf Bridge (which will be reconstructed) with the main worksites at North Quay and within Billingsgate Market car park. A combined ventilation shaft and emergency intervention point will be required at the eastern end of the Dock.

Tunnels will be constructed from four main sites at Westbourne Park, Pedley Street, Pudding Mill Lane and Isle of Dogs. Tunnel boring machines will be launched from five sites at Royal Oak, Hanbury Street, Pudding Mill Lane, Isle of Dogs and Limmo Peninsula.

Ventilation shafts will be constructed between stations at Westbourne Bridge, Hyde Park, Park Lane, Fisher Street, Pedley Street, Stepney Green, Mile End Park, Eleanor Street, Lowell Street, Blackwall Way and the Limmo Peninsula. A shaft for intervention only will be built at Hertsmere Road.

The Great Eastern Corridor

By sharing and making better use of existing tracks and stations, Crossrail trains will provide a service at Stratford, Forest Gate, Manor Park, Ilford, Seven Kings, Goodmayes, Chadwell Heath, Romford, Gidea Park, Harold Wood, Brentwood and Shenfield.

A tunnel entrance and exit will be required at Pudding Mill Lane to enable trains to enter and leave the tunnels into central London. This will require the re-positioning of the DLR Pudding Mill Lane station.

A new control centre and depot will be built at Romford railway goods yard and the nearby gasworks, with access for the trains through a new rail underpass.

Trains will also be stabled using sidings at Gidea Park and Shenfield.

An old freight loop between Chadwell Heath and Goodmayes will be reinstated, within the existing railway boundary.

There will be major station improvements and improved access for mobility impaired persons at Ilford and Romford.

Platform extensions will be constructed at Stratford, Forest Gate, Manor Park, Ilford, Seven Kings, Goodmayes, Chadwell Heath, Romford, Gidea Park, Harold Wood and Brentwood.

Platform extensions will not be provided at Maryland station and Crossrail services will not call there. Other services will continue. More details are available on the relevant Information Centre panel.

Minor station improvements will take place at Forest Gate, Manor Park, Seven Kings, Goodmayes, Chadwell Heath, Gidea Park, Harold Wood, Brentwood and Shenfield.



The Abbey Wood Corridor

New tracks will be constructed, mainly along existing railway corridors, to provide services at Custom House and Abbey Wood.

For trains to enter and leave the tunnels into central London, tunnel entrances and exits will be required at Victoria Dock.

A new station with major improvements and improved access for mobility impaired persons will be constructed at Custom House. Silvertown and North Woolwich stations would close.

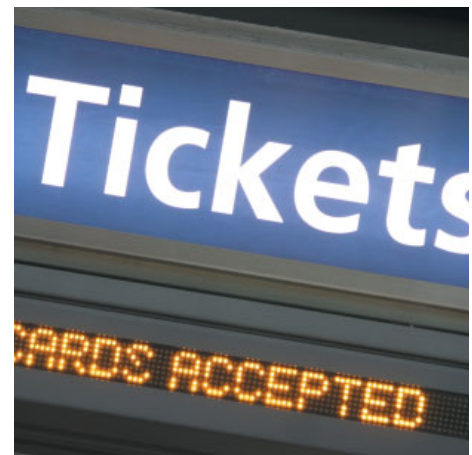
Trains will use a refurbished Connaught Tunnel under the Docks between Custom House and North Woolwich.

New twin-tunnels will be constructed under the River Thames with new tunnel entrances and exits at North Woolwich and Plumstead. The tunnelling worksite will be at Plumstead from where the tunnel boring machines would be started.

Tunnel ventilation and emergency intervention shafts are required at Warren Lane and Arsenal Way.

New tracks either side of the North Kent Line between Plumstead and Abbey Wood station and train reversing sidings at Abbey Wood will be constructed.

There will be a redeveloped station at Abbey Wood to include lifts and escalators.



07 What benefits will Crossrail bring?

Crossrail's construction cost has been estimated at £10 billion.

Nearly 200 million passengers a year are expected to use the new railway. When costs and benefits are jointly considered, Crossrail has a benefit to cost ratio of 2 : 1. This means that for every £1 invested, £2 worth of benefits could be obtained. It is calculated that Crossrail could help to bring £20 billion in economic and other benefits.

Crossrail is important as a major new addition to the transport network. It also has a significant role to play in addressing existing and future crowding problems on London Underground and the National Rail Network.

It will also support local and national government policy for economic development and regeneration.

The Crossrail benefits will be:

- Increased rail capacity to, from and across central London
- Better use of existing rail corridors into and out of London
- Reduced crowding into, out of and across London
- Faster journeys
- New direct journey opportunities
- Encouragement of social inclusion
- Support for regeneration and development areas
- Creation of thousands of jobs during the construction and operation of the railway and as a result of knock-on effects upon the economy
- Improved integration of transport networks in London and the South East with connections to nine London Underground lines and many other National Rail services
- Improved international connections
- Improved airport links
- Potential shift from road to rail use leading to improved air quality, energy conservation, reduced road congestion and associated road traffic accidents
- New, modern facilities and infrastructure
- Some improvements to the existing environment
- Enhanced value of housing stock and businesses local to station facilities
- Established policies, practices and knowledge for use in promoting other major UK infrastructure projects

08 What is the approach to property acquisition?

Crossrail needs to acquire land and buildings in order to deliver the proposed railway. We aim to limit such acquisition to the land and buildings needed to construct, operate and maintain the railway.

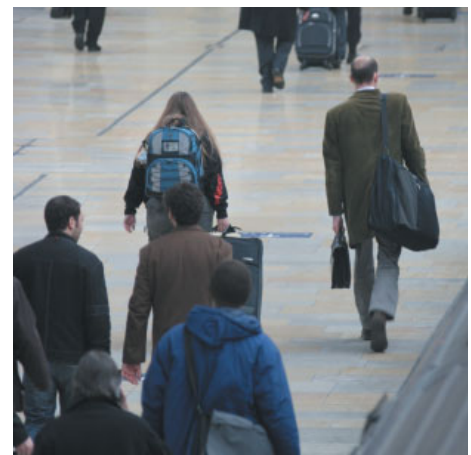
Land and buildings will be needed to enable construction of, or access to, new station facilities, ventilation shafts and emergency escape and intervention points, the new tunnels or depot and control centre.

Crossrail is closely following the Parliamentary rules that control the process for notifying persons and acquiring land and buildings. An exercise to collect the details of those who may be affected, known as 'referencing', will be complete by the time of deposit of the Bill.

A Property Information Manager has been appointed with special responsibility for identifying potentially affected sites. The manager notifies those with an interest, using referencing details, so that they can be informed and kept updated on how and when the proposals may affect them. Schemes such as Crossrail use powers known as compulsory purchase to acquire land or buildings. A national compensation code exists to protect the interests of those whose property may be acquired.

Crossrail have tried to contact all those whose interest may be affected. If you believe that you may be affected in some way and have not yet been contacted by Crossrail, please contact the Helpdesk on 0845 602 3813 (24-hours, 7-days a week) where the position can be clarified and further information provided where necessary.

Policies on statutory blight and discretionary purchase in case of hardship will be available.



09 How will the engineering design progress?

Crossrail has developed the scheme as far as is necessary to enable a Bill to be submitted. Detailed design will continue in parallel with the Parliamentary process and in consultation with local authorities and other stakeholders.

Crossrail is applying current industry standards and legislation to ensure that the railway would be safe, modern, accessible and reliable. Crossrail design proposals will come under close public scrutiny during the authorisation process and at various key times by the railway safety authorities.

The design of rolling stock, railway systems, mechanical and civil engineering continue to develop in response to comment received from consultation, environmental findings and as new information becomes available.

Geological tests, for example, are informing Crossrail of ground conditions for the location of tunnels and other sub-surface works. Studies of buried services such as pipes, cables and building foundations will also help Crossrail's design avoid unnecessary complication or disturbance.

Crossrail are looking at where certain works could be progressed early to improve the overall delivery of the Project. This has already happened at Moorhouse, Moorgate, where preliminary works for a ventilation shaft and ticket hall have been completed in 2004 as part of the development of a new building.

10 What is Crossrail's position on full accessibility for those with mobility difficulties?

Crossrail are committed to complying with the requirements of the Disability Discrimination Act. Trains and new stations will have 'step free' access for those with mobility difficulties.

Lifts, ramp access and escalators will be included where appropriate at new and redesigned stations. Tactile surfaces, high visibility features, loudspeaker

announcements and the sensitive location of train and station facilities will be created.

Crossrail will look to consult with relevant Government Departments and organisations to help the project reach appropriate design solutions.

11 What will the trains be like?

Crossrail will have a new fleet of comfortable, reliable, fit for purpose trains.

They will be around 200 metres long (more than 600 feet), made up of 10 cars, each 20 metres long and operated as two 5-car sets. Each train car will have two sets of double doorways on each side with wide stand backs to facilitate exit and entry.

Passengers will travel in quiet, climate-controlled conditions with carefully designed interiors to accommodate the different needs of the airport user and the short or longer distance passenger.

Each train will carry around 1500 seated and standing passengers at peak times, approximately double the capacity of a London Underground Central line train.

Fire retardant, durable materials will be used throughout.



12 How will Crossrail deal with environmental matters?

Crossrail has identified the likely beneficial and adverse impacts on the environment of building and running the railway. This process is called Environmental Impact Assessment and the conclusions are set out in an Environmental Statement to be published as part of the Crossrail Parliamentary Bill deposit.

Crossrail's Environmental Impact Assessment has gathered information about the existing environment known as the 'environmental baseline'.

The environmental baseline gives something against which likely effects of the scheme can be assessed. The assessment follows the guidelines contained in the 'Environmental Scoping and Methodology Report' produced and discussed with local authorities and other relevant organisations.

During the assessment process, likely effects during both the construction period and operation of the railway are identified. This is reported under the following headings:

- Land use, property and planning
- Socio-economic
- Traffic and transport
- Noise and vibration
- Water resources, hydrology and water quality
- Ecology and natural resource
- Contaminated land
- Landscape and visual
- Air quality and climate change
- Archaeology and heritage

An important part of the assessment process are proposals to mitigate possible harmful effects. Crossrail have also looked at where environmental improvements may arise to protect or increase them, as appropriate.



What is the Environmental Statement?

The Environmental Statement sets out the methods and findings of the Environmental Impact Assessment. The aims of the statement can be summarised as follows:

- To identify the positive and negative environmental impacts of the proposed scheme, taking account of the characteristics of the scheme, the sensitivity of the local environment and the concerns of interested parties
- To predict and evaluate the extent and significance of likely impacts
- To identify measures that could be taken to mitigate significant adverse impacts

The environmental work is produced in the form of an Environmental Statement with separate Technical Appendices and a Non-Technical Summary. These will be available from Crossrail, and local venues such as certain libraries along the route, at the time of the Parliamentary Bill deposit.

Most construction will take place underground, but new ticket halls, ventilation shafts and emergency accesses will involve some surface work. Lorry routes are being discussed with highway authorities to manage the movement of plant and materials in the most acceptable way. This will also be done using railways or waterways, where practical.

Based upon the current Crossrail scope and design, some land and property interests will need to be acquired, although some may be returned after construction. The proposals will require the temporary stopping up or closure of some roads and footpaths and the temporary loss of some open space during construction.

A Construction Code to manage construction contracts with established best practice guidelines has been developed.

Procedures will be in place to manage the potential nuisance of matters such as the conduct of contractors, working hours, noise, dust and construction traffic.

Compliance with relevant legislation and guidelines during design, construction, operation and maintenance of the railway will continue.

An Environmental Management System is planned to monitor and control the delivery of the proposals in the correct manner. Complaints arising from the works will be properly investigated and any remaining concerns will be referred to an independent complaints commissioner.

13 What is the assumed timetable?

February 2005

Information Round

The following dates are provisional estimates:

February 2005

Start of authorisation process
(Parliamentary Bill deposit)

Spring 2005

Parliamentary Bill House of Commons
Second Reading (approval in principle)

2005/2006

Committee hearings on Parliamentary Bill
(public scrutiny of Crossrail in Parliament)

2006

Final Parliamentary approval of Crossrail
(Royal Assent – the Bill becomes law as an
Act of Parliament)

2007

Construction start

2013

Start of passenger service



14 Getting more information

Crossrail has produced Information Sheets with information on such topics as:

- Rolling stock
- Getting approval to progress
- A professional and responsible approach
- Tunnels
- Noise and vibration
- Stations
- Environmental matters
- Settlement

There is also a 'Quick Guide' that you may find useful and a summary of the Round 2 Consultation Results.

Crossrail has produced panels for display at Information Centres with more detail about the proposals. A4 size copies of these are available at Centres, on the website or by contacting the helpdesk.

Information about Crossrail is available in 11 community languages, as well as in Braille, large print or audio cassette upon request.

Please contact us for other information you may require.

After Second Reading of the Bill in each House of Parliament, Parliament will set up Select committees to consider the detail of the Bill and hear any petitions in support or opposition.

Individuals and organisations who might be affected by the proposals can submit petitions for the consideration of the Committees. Petitions must follow a particular wording and the Houses of Parliament can provide an explanation of the form of a petition on request. If you think you might be affected by the project and need more information, please call our helpdesk (24-hours, 7-days a week) on 0845 602 3813.



15 Contact details

- website: www.crossrail.co.uk
- Crossrail provides a 24-hours, 7-days a week helpdesk service. A dedicated team deals with enquiries during office hours and is supported by an experienced, professional call centre at other times. You can contact the project as follows:
- helpdesk: 0845 602 3813
- email: helpdesk@crossrail.co.uk
- Write to:
Crossrail
FREEPOST NAT6945
London
SW1H 0BR

Translation Policy

Crossrail have produced information briefings in Arabic, Bengali, Chinese, Greek, Gujarati, Hindi, Punjabi, Somali, Turkish, Urdu, Vietnamese, French, Spanish, Dutch and German.

They can be found on the Crossrail website. They are also available in leaflet form at Information Centres.

Data Protection & Privacy Policy

Crossrail operates in accordance with the Data Protection Act 1998 and the policy as set out below:

“Crossrail and its agents will process personal information that you may provide for the purpose of consultation, statistical analysis, profiling and administration of the Crossrail Project. The data may be used in order to keep you informed about the progress of the Crossrail proposals and for the preparation of a Book of Reference, which is a requirement of Standing Orders in Parliament in connection with the promotion of a Parliamentary Bill to authorise the construction and maintenance of the Crossrail scheme.”



If you would like information about Crossrail in your language, please contact Crossrail supplying your name and postal address and please state the language or format that you require.

আপনি যদি আপনার নিজের ভাষায় ক্রসরেইল সঙ্কে তথ্য জানতে চান তাহলে অনুগ্রহ করে ক্রসরেইলের সাথে যোগাযোগ করুন। তাদেরকে আপনার নাম, ঠিকানা এবং কোন ভাষায় আপনি এটা চাচ্ছেন সেটা লিখে জানান।

Crossrail hakkında kendi dilinizde bilgi almak isterseniz, lütfen Crossrail ile temas kurarak, adınızı ve adresinizle hangi dil veya formatta bilgi istediğinizi bildirin.

Nếu quý vị muốn có tin tức về Crossrail bằng tiếng nói của quý vị, xin liên lạc với Crossrail cho biết tên, địa chỉ liên lạc bằng bưu điện cùng ngôn ngữ và khuôn khổ quý vị yêu cầu.

यदि आपको क्रॉसरेल के बारे में जानकारी अपनी भाषा में चाहिये, तो कृपया क्रॉसरेल के साथ सम्पर्क करें और अपना नाम, पता और कौन-सी भाषा या फॉर्मेट में चाहिये, इसके बारे में बतायें।

ਜੇਕਰ ਤੁਹਾਨੂੰ ਕ੍ਰਾੱਸਰੇਲ ਬਾਰੇ ਜਾਣਕਾਰੀ ਆਪਣੀ ਜ਼ਬਾਨ 'ਚ ਚਾਹੀਦੀ ਹੈ, ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਕ੍ਰਾੱਸਰੇਲ ਨਾਲ ਰਾਬਤਾ ਕਰੋ ਅਤੇ ਆਪਣਾ ਨਾਂ, ਪਤਾ ਅਤੇ ਕਿਹੜੀ ਜ਼ਬਾਨ ਜਾਂ ਫਾਰਮੈਟ 'ਚ ਚਾਹੀਦੀ ਹੈ, ਇਸ ਬਾਰੇ ਦੱਸੋ।

જો તમને ક્રોસરેલ બાબત માહિતી પોતાની ભાષામાં જોઈતી હોય, તો મહેરબાની કરી ક્રોસરેલ સાથે સંપર્ક સાધો અને પોતાનું નામ, સરનામું અને કઈ ભાષા અથવા ફોર્મેટમાં જોઈએ છે, તે બાબત જણાવો.

فرغی إذا كنت ترغب في الحصول على معلومات عن «كروسريل» (Crossrail)، يرجى الاتصال بهم ذكراً اسمك وعنوانك والرقم البريدي، واللغة أو الشكل الذي تطلبه.

如果你想獲得用你的語言書寫的有關Crossrail的資訊，請提供你的姓名，住址和要求的語言或格式。

Αν επιθυμείτε πληροφορίες για το Crossrail στη γλώσσα σας, επικοινωνήστε με την Crossrail αναφέροντας το όνομά σας, την ταχυδρομική διεύθυνση και τη γλώσσα ή η μορφή στην οποία επιθυμείτε να τις λάβετε.

اگر آپ کو کراس ریل کے بارے میں اپنی زبان میں معلومات درکار ہیں تو براۓ مہربانی کراس ریل سے رابطہ کریں اور اپنا نام، گھر کا پتہ اور جس زبان یا جس شکل میں آپ کو یہ معلومات درکار ہیں کے بارے میں بتائیں۔

Haddii doonaysid warbixin ku saabsan Crossrail oo ku qoran luqadaada fadlan la soo xiriiir Crossrail adoo dhiibaya cinwaankaaga boostada fadlan noo sheeg luqadda iyo qaabka aad u baahan tahay.

Faahfahin cidda lala xiriirayo waa:

Information about Crossrail is available in large print, Braille or audio cassette upon request.

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