

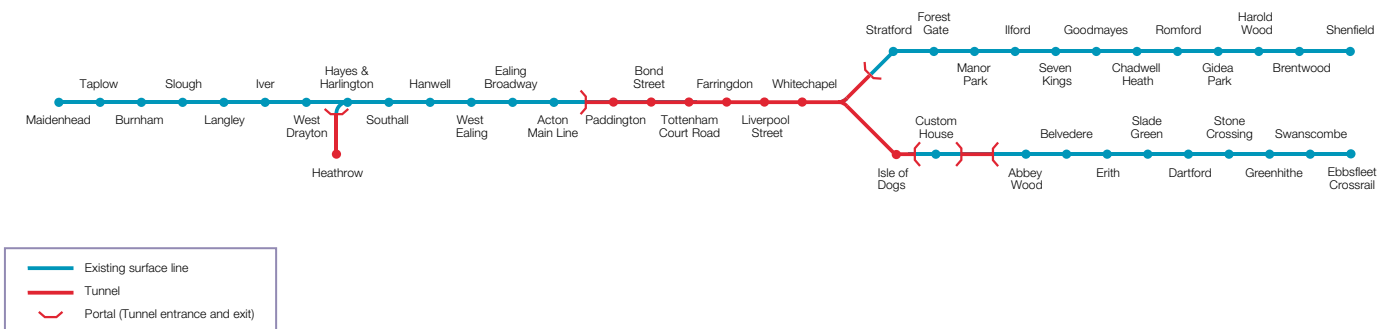
What is Crossrail?



Crossrail is an ambitious plan to deliver a major new rail service for London and the South East. It would provide easier, quicker and more direct travel opportunities across the capital via new lines in tunnels. Crowding on many existing tube and rail routes would be eased. Construction is planned to start in 2007 and the first trains could be running by 2013.

Crossrail would have a direct and beneficial impact on the lives of Londoners. As well as easing many of London's transport headaches, it would encourage regeneration, improve social inclusion and provide thousands of job opportunities. Crossrail is a key part of London's plan for growth over the years ahead.

Crossrail line 1 – Proposed Route Map



Approval



The construction of the new railway would need to be scrutinised and approved by both Houses of Parliament.

There would be an opportunity to make formal objections to the scheme. Objections would be heard by two Committees, one made up of Members of the House of Commons and the other made up of Members of the House of Lords. These Committees could make changes to the scheme if they decide that an objection is justified.

Crossrail could only be approved when Parliament has been satisfied that the scheme is acceptable.

Information Centres giving details of the final proposals would be held before the Parliamentary process starts.



Committee scrutinise a transport Bill

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with the permission of the Select Committee Chairman

Benefits



The benefits of Crossrail would 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 to 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

Environment



Crossrail is committed to taking care of the environment as set out in our Environmental Policy.

Crossrail would seek to identify likely adverse environmental impacts arising from the design, construction and operation of proposals and take appropriate action to reduce them.

Crossrail has commissioned an Environmental Impact Assessment and would publish an Environmental Statement. This Statement would report the likely impacts, positive and negative, of the construction and operation of the railway.

More information can be found in the 'Developing Crossrail' Round 2 Consultation Document.



Checking for archeological artefacts

Photograph courtesy of the Museum of London Archaeology Service

Consultation



This exhibition is part of the ongoing consultation about Crossrail. In Autumn last year we visited locations along the route to introduce the project and ask for comments on the proposed routes and the scheme in general.

Our proposals have developed as a result of your comments. This round of consultation is aimed at seeking views on the details of the project and the works that would be required to build it.

We will visit these locations again before any Bill is submitted to Parliament to explain how the project has developed further and inform you of our final proposals.

This display explains in more detail the proposals and the benefits for this area, any likely impacts of construction and ways of reducing and controlling them.

Please take time to look at the display and ask for assistance from any of the Crossrail staff present.

You can give us your views in person, by completing a comment card, by contacting the Helpdesk or by e-mail.

The following material has been produced to help you understand the proposals:

- Quick Guide to Crossrail
- Developing Crossrail Consultation Document
- Corporate Brochure – Looking Forward
- Copies of the exhibition panels
- Information Pack

They are available at Information Centres and Exchanges.

They can also be requested as follows:

email: helpdesk@crossrail.co.uk
 website: www.crossrail.co.uk
 helpdesk: 0845 602 3813
 or write to: Crossrail
 FREEPOST NAT6945
 London SW1H 0BR



Public Awareness Campaign, September 2003

Please note: All information and design proposals in Round 2 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.

Services



Crossrail proposes a 24 train per hour (peak) service in each direction between Whitechapel and Paddington. These trains would then run over the National Rail network on three branches. The current proposals for peak services on these branches are:

Great Western Corridor

4 trains per hour in each direction between Paddington and Heathrow in addition to the current 4 trains per hour Heathrow Express service. 4 trains per hour in each direction between Maidenhead and Paddington and 2 further trains between West Drayton and Paddington.

Great Eastern Corridor

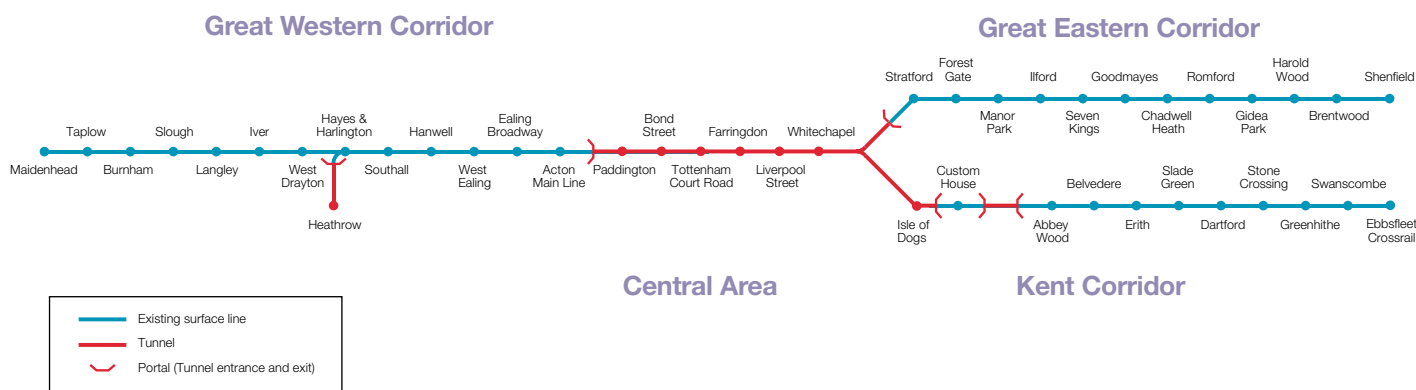
12 trains per hour in each direction between Whitechapel and Shenfield replacing 10 of the current 16 trains per hour “One Great Eastern” service with the remaining 6 continuing to Liverpool Street.

Kent Corridor

12 trains per hour in each direction between Whitechapel and Abbey Wood serving the Isle of Dogs and Royal Docks with 4 trains per hour continuing to Ebbsfleet.

All Crossrail trains would stop at all stations on their route as shown on the map below.

These proposals could change as a result of this consultation or our ongoing discussions with existing owners and operators.



Construction



Crossrail could be the largest civil engineering project in Europe, creating thousands of jobs during the six year building phase.

Works would include tunnelling, the creation of new underground platforms and ticket halls at stations in the Central Area and a new depot at Romford. There would also be some important improvements to outlying stations.

Where beneficial, excavated material could be removed by rail or barge to reduce the impact on the environment.

Although most construction would take place underground, new ticket halls, ventilation shafts and emergency access would involve surface works.

Crossrail would use a Construction Code to ensure that contractors follow best practice guidelines to control their activities. This would help to ensure that noise, dust and construction traffic in particular are managed properly.

Crossrail would investigate any complaints and ensure that contractors comply with the Code's requirements. Remaining concerns could be raised with an independent Complaints Commissioner.

Integration

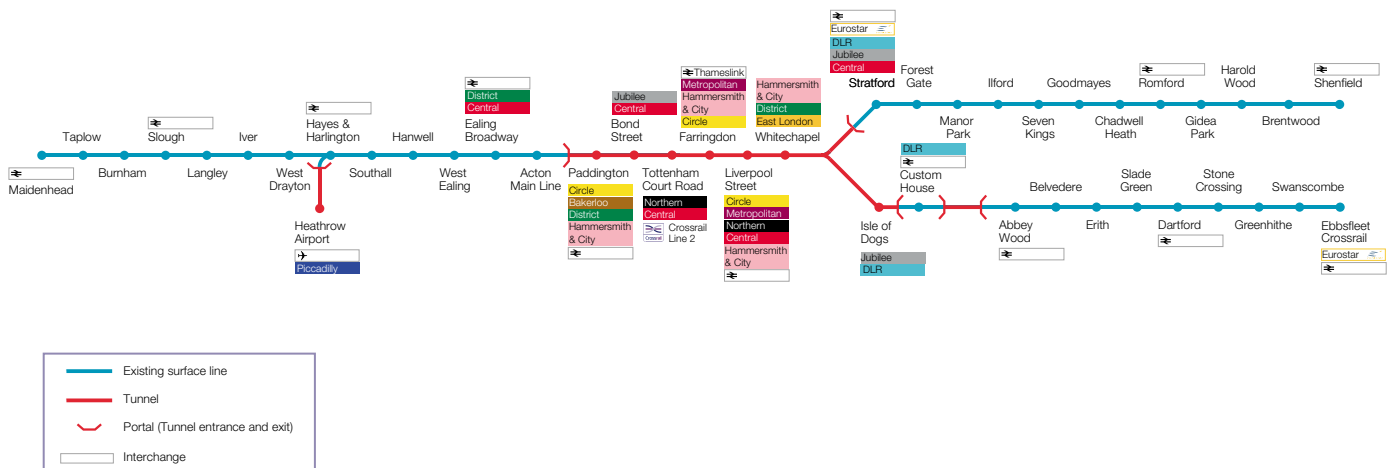


Crossrail aims to be part of a fully integrated transport system. A key objective of Crossrail is to create a network of important interchanges, taking into account the part all types of transport play in providing links to and from stations. Our trains, and our new and remodelled stations, would have access for those with mobility difficulties.

Connections would be possible with nine Underground lines in central London. At most Central Area stations, new or enlarged ticket halls would be built, benefiting users of existing lines as well as Crossrail.

Crossrail would reduce journey times for many passengers by providing a range of direct journey opportunities that currently require an interchange at stations such as Paddington, Liverpool Street and Charing Cross.

Crossrail line 1 – Connections Map



Regeneration



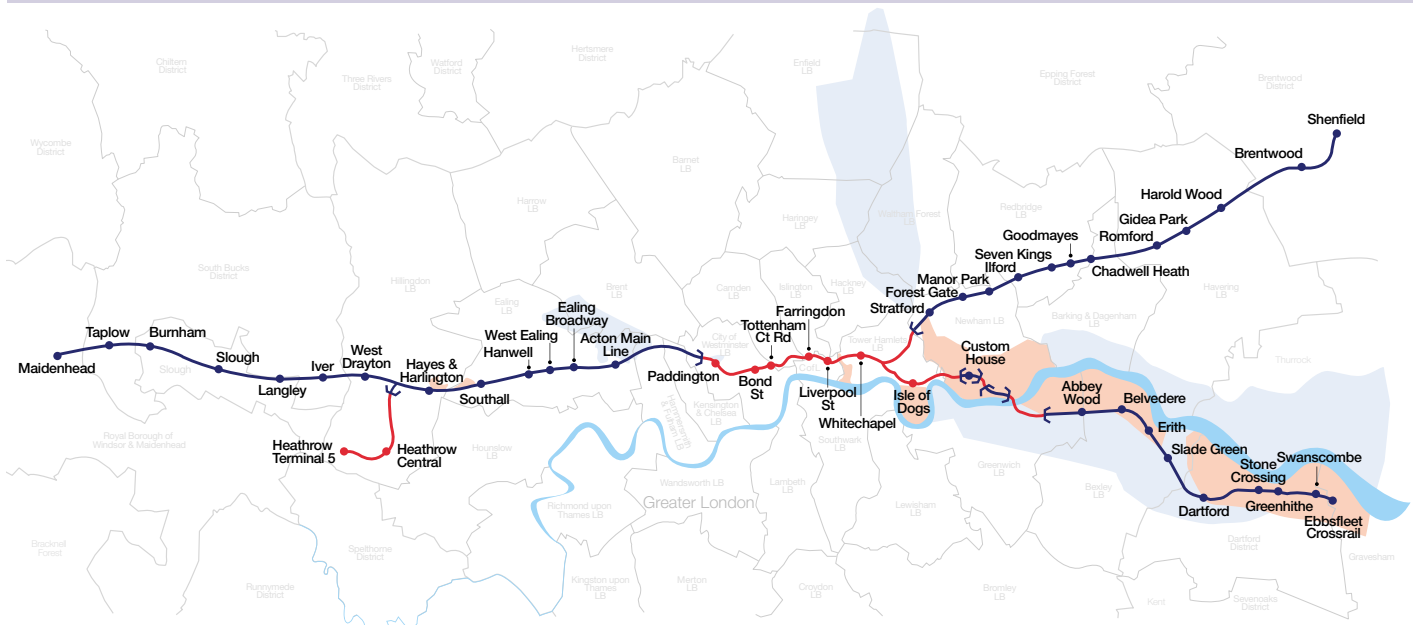
Crossrail would provide a new strategic rail link across London and the South East between growth and regeneration areas.

In conjunction with other Government initiatives, such as housing, training and infrastructure investment, Crossrail would have significant benefits for regeneration areas by:

- Making regeneration areas more accessible
- Improving access to jobs, education and cultural amenities
- Improving the image and perception of regeneration areas

	Regeneration Areas directly served by Crossrail
	Other Regeneration Areas which benefit from Crossrail

Regeneration Areas that would Benefit from Crossrail



Crowding



The majority of passengers travelling on Crossrail would have previously used existing London Underground and National Rail services to make their journeys. As passengers begin to transfer to Crossrail, crowding for those remaining passengers would reduce.

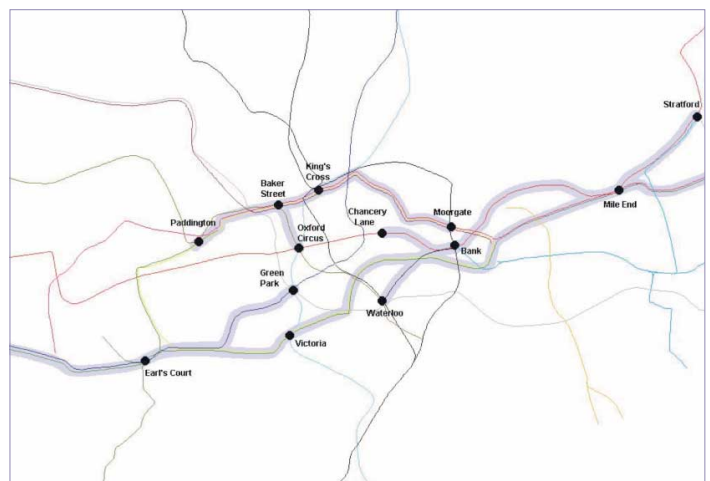
Sections of the London Underground network would have major reductions in crowding as shown by the shaded areas in the diagram below.

On the National Rail network, Crossrail would provide increased train capacity on lines into Liverpool Street and Paddington as well as reducing crowding at:

- Fenchurch Street from East London and Essex
- Charing Cross and Cannon Street from South East London and North Kent
- Paddington from Berkshire and West London

On the Underground network, Crossrail would reduce crowding on the:

- Central line between Stratford and central London
- District line between Barking and Earl's Court
- Piccadilly line between Northfields and central London
- Bakerloo line between Paddington and Oxford Circus
- Metropolitan, Hammersmith & City and Circle lines between Paddington and the City



London Underground Crowding Reductions with Crossrail

Typical Ventilation Shaft



What would the ventilation system do?

To help provide a safe and comfortable environment for passengers, the underground section of Crossrail would incorporate a ventilation system driven by electric fans.

These fans would be contained within concrete shafts connecting the tunnels to the atmosphere. The ventilation system would only be brought into use to control smoke in the tunnels in the event of a fire or to provide cooling if trains are held in the tunnel between stations for any reason. At other times ventilation would be provided by the movement of the train through the tunnel.

Shaft equipment

The layout of each intermediate ventilation shaft would vary according to the location but each would contain:

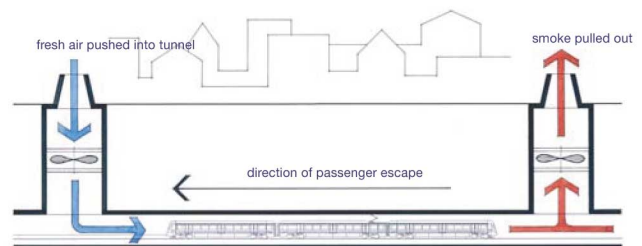
- Three electric fans - all reversible to enable the fan to push or pull air as required. Two fans would operate at any given time with one on standby
- Ventilation control valves (dampers) at tunnel level to direct air into or out of the correct tunnel

- Baffles (noise attenuators) to reduce any noise from fan motors
- An access stair to the tunnels for use by the emergency services
- Equipment necessary to operate the fans would be housed in a structure (usually underground) attached to the shaft and would be accessed from street level

In the event of a fire emergency affecting a train the fans would be used to control and extract smoke to assist passenger evacuation along the trackside walkway.

Location

Ventilation shafts would be provided at all Crossrail underground stations.



Fans Controlling Smoke in an Emergency

Intermediate Ventilation Shafts: Typical Arrangement (showing fans operating in tandem to cool a stationary train)

