



Noise and vibration

What are Crossrail doing about the likely impacts of noise and vibration?

Building Crossrail in a highly populated area like central London cannot be carried out without causing some disturbance. Noise and vibration are two of the more noticeable likely effects and Crossrail is working with the country's leading experts to find practical ways of managing them.

What about the likely effects while the railway is being built?

Certain parts of the construction could be noisy and others may lead to both air and ground-carried vibration. Crossrail is developing a Construction Code in consultation with local authorities and other organisations to mitigate likely negative impacts while the railway is being built. A separate information sheet is available on this subject called "A professional and responsible approach to construction".

The Construction Code and the methods used to keep both noise and vibration acceptable would be based on the experience of building the Jubilee Line Extension in central London. Construction technology is constantly improving and the Crossrail team would make use of latest techniques.

Effects could be noticeable from construction sites for stations, the depot, ventilation shafts or intervention points as well as tunnel works.

What about the effects of trains running on the new line?

The existing Underground system shows that there is potential for noise and vibration to affect people when trains are running. It is a complex area as both noise and vibration can be carried through the air or the ground.

The section of Crossrail outside the centre would operate on existing tracks using new, smooth-running trains. In the tunnelled sections, we would use appropriate track design to ensure that the effects are limited. We have learned many lessons from the techniques and technology used to build the Jubilee Line Extension from Westminster to Stratford.

How could this affect property?

The effects of noise and vibration on any particular property would depend on a number of factors. These could include:

- The precise location of the property
- The design of the property
- How the property has been built / what it is made of
- When the property was built

Where property is situated above the proposed route for the tunnelled section, there could be a number of other factors including:

- The precise location of the tunnel in relation to property
- The design and construction of the tunnel
- Ground conditions

Crossrail will establish a policy to explain how we would work with those who may be affected.

If analysis shows that protective action could be required, we would investigate what protective measures may be needed.

Further information

If you would like further information, please contact the Crossrail team. You can either phone the help desk on 0845 602 3813, e-mail us on helpdesk@crossrail.co.uk, send a message through our web site at www.Crossrail.co.uk or write to us at, Consultation Team, FREEPOST NAT6945, London SW1 0BR.

Crossrail's Round 2 Public Consultation ends on 27 October, 2004.