



Crossrail line 1: Stakeholder Consultation Addendum

Corridor 6: Richmond and Kingston

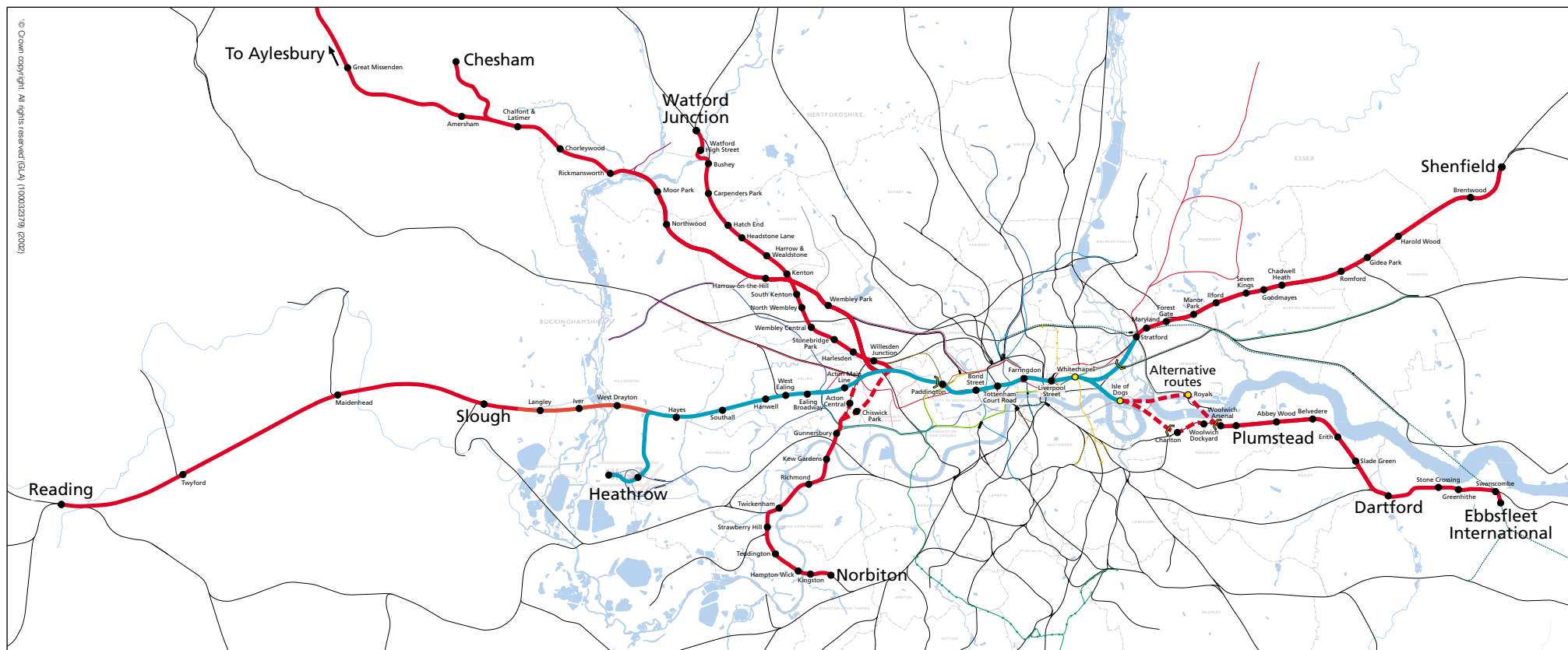
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In November 2002 the Crossrail Board decided that the company should carry out further evaluation work on options outside the core route. In order to ensure the line 1 scheme is feasible from both operation and engineering points of view, environmentally acceptable and affordable the company is now appraising a new route corridor in the west, to Kingston via Richmond. This addendum to the Stakeholder Consultation describes this route corridor.

We welcome your preliminary views on this option, your comments will assist the project in appraising the route options for Crossrail line 1.

Please provide your responses by 14 February 2003 to:
The Consultation Manager, Crossrail,
1 Butler Place, London SW1H 0PT.

If it is decided to take this option further forward there will be full opportunity to comment in more detail as part of the continuing process of consultation and project development.



Corridor 6: Richmond and Kingston

Key Areas Served

The corridor would run between the Great Western Main Line and Richmond, either using the North London Line via Acton or via a new line in tunnel to Chiswick Park. From there it would use the North London Line from Gunnersbury to Richmond, then on to Kingston.

Key Interchanges

There would be interchange with the Silverlink North London Line and London Underground District line services at stations east of Richmond and with South West Trains beyond Richmond.

Impact on Other Services

If line 1 were to run via Acton, Crossrail services would replace some District line trains between Gunnersbury and Richmond. These trains could be diverted to enhance the service to Wimbledon. The Silverlink North London Line service would be diverted to Hounslow. There could also be alterations to some South West Trains services.

If the tunnelled route is chosen all District line Richmond services would be replaced. Passengers could change to the District line at Chiswick Park. Silverlink North London Line services would remain but there could be alterations to some South West Trains services

Engineering

To access the North London Line a new viaduct would be required in the railway lands at Old Oak Common depot with a new bridge across the Great Western Main Line tracks.

The alternative tunnelled route would run under Wormwood Scrubs to Chiswick Park.

East of Richmond station a rail underpass would be required to enable Crossrail trains to access the Kingston Loop.

Platforms would need to be extended at some stations.

Benefits

This corridor would provide congestion relief benefits to passengers to and from Waterloo. It would improve train frequencies at all stations served and possibly at Wimbledon.

This option would provide new journey opportunities from areas such as Gunnersbury, Richmond and Kingston to the West End, City and Docklands.

