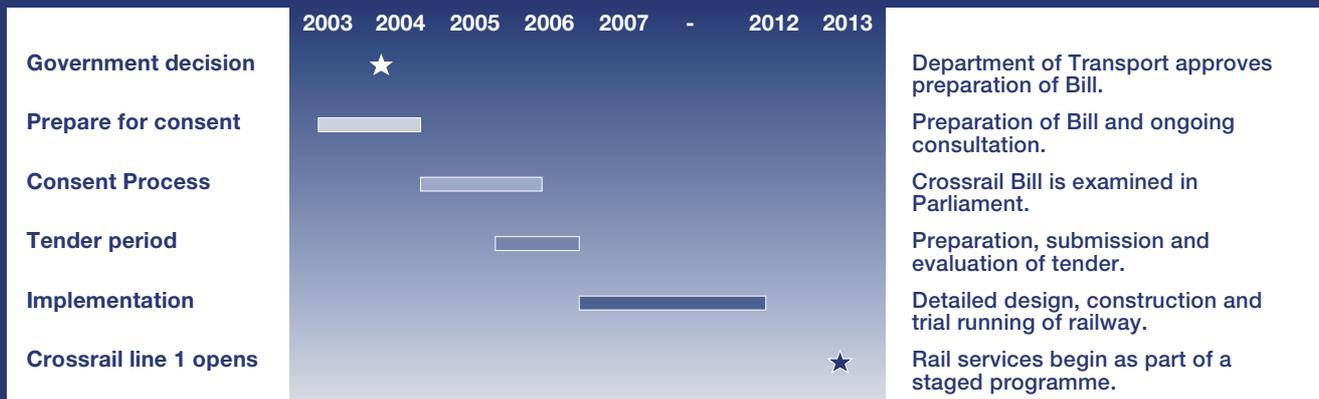


The construction of the new railway would be enabled by an Act of Parliament, following scrutiny of the plans and proposals by Committees in both Houses of Parliament. In this way, thorough examination will ensure that the scheme is relevant, viable, financially sound and in the nation's strategic interest. Crossrail would only be granted powers to proceed when Parliament has been satisfied.



CTRL House of Lords Select Committee

Timetable for Construction



There will be an opportunity to make a formal objection to the scheme when it is considered by Parliament. Objections will be heard by two committees, one of Members of Parliament and the other of members of the House of Lords. These committees may require the scheme to be changed if they decide that the objection is justified.

Information centres giving details of the proposals will be held before notices of the period for objections are issued.

Contacting Crossrail

You can contact us by:

email - helpdesk@crossrail.co.uk

helpline - 0845 602 3813

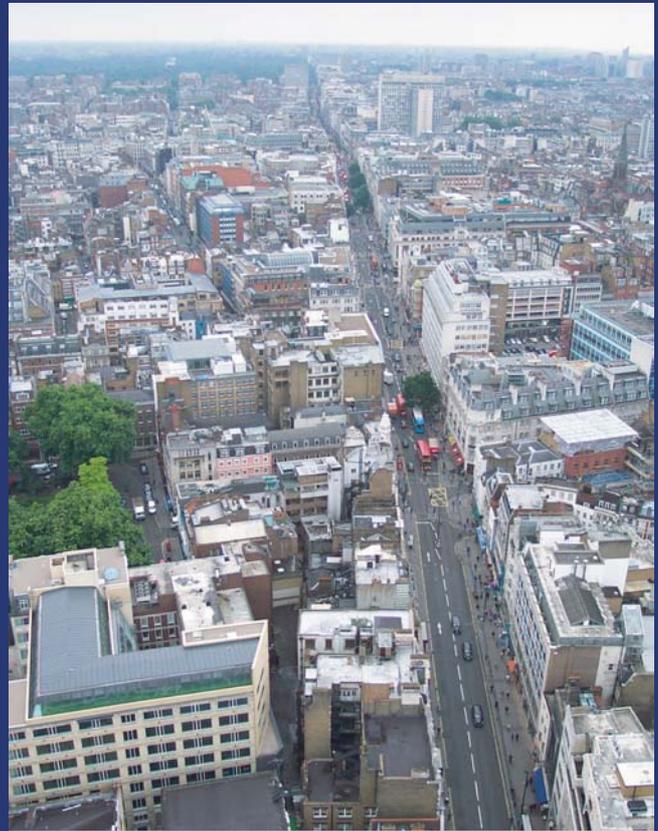
or write to - **Crossrail**
Freeport NAT6945
London
SW1H 0BR



Crossrail would be the largest civil engineering project in Europe, and will create thousands of jobs during the estimated six to seven year building phase. It is estimated that over four million tonnes of earth will need to be removed during tunnel construction. Wherever possible, this will be undertaken by rail or barge, in order to minimise the impact on the environment.



Construction Site



Oxford Street

Although most construction would take place underground, new ticket halls, ventilation shafts and emergency accesses would need to be constructed on the surface.

Proposed temporary worksites will be subject to further consultation with local authorities and residents as our plans develop.





Photograph by Drew Brown

Black Redstart

Taking Account of the Environment

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

Crossrail will seek to identify potentially adverse environmental impacts arising from the design, construction and operation of these proposals, and take appropriate action to prevent or minimise them.

Crossrail Environmental Policy Statement

Crossrail is tasked with developing and promoting new rail routes across London. Care for the environment is a key responsibility that Crossrail embraces at all levels and we aim to integrate environmental considerations into all

our activities. Particular focus is given to the environmental aspects of design and construction and we aspire to best practices, guided by the following commitments.

Crossrail will:

- comply with all relevant environmental legislation and consent conditions.
- set environmental objectives, monitor our environmental performance and aim for continuous improvement.
- identify environmental issues associated with the design, construction and operation of our development proposals, consider mitigation measures and take appropriate action to prevent and minimise adverse impacts.
- seek to minimise emissions and reduce waste from our activities.
- actively engage and communicate with employees and stakeholders on the means of achieving these commitments.
- include environmental criteria in the procurement process and require contractors and suppliers to conform to these environmental commitments.
- provide an effective environmental management system, integral to day-to-day activities, and provide support and training to assure compliance with this policy.
- report annually to our stakeholders on our environmental performance to show how these commitments are being met.



Crossrail has commissioned an Environmental Impact Assessment and will publish an Environmental Statement. This Statement will report the potential significant impacts, positive and negative, of the construction and operation of the scheme. The scope and methodology statement for this process can be found on Crossrail's website www.crossrail.co.uk.

The first stage in this assessment is gathering environmental baseline information and this work is being undertaken now. The environmental baseline comprises information on the existing environment and is collected by a variety of means including desk-top studies, physical surveys and monitoring. The information to be gathered, and the means of doing this, have been discussed with local authorities and others as part of Crossrail's consultation programme.

The baseline information provides a basis against which we can assess the potential impact of the scheme. This assessment will be carried out in accordance with the Scope and Methodology report which was the subject of consultation earlier this year.

One outcome of the assessment process will be proposals for additional action to remove or lessen any adverse effects. Such proposals will be discussed as part of Crossrail's ongoing consultation process.



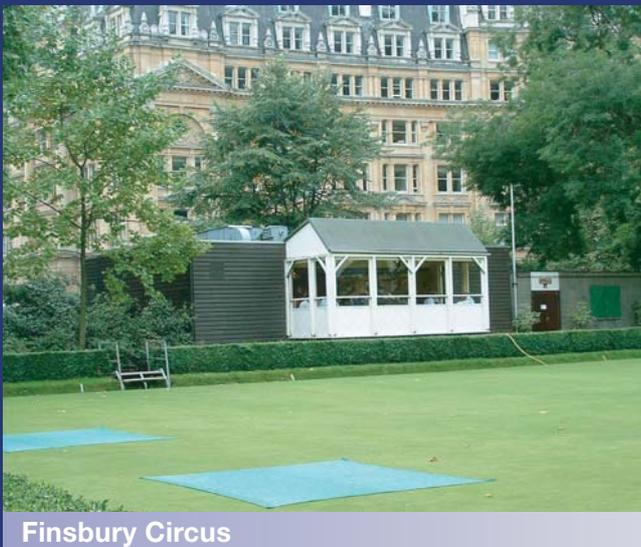
Archaeological Investigation

Construction

Constructing a project of this scale across the capital will mean some disturbance. For example, some public open spaces may be needed temporarily.

Crossrail will use a construction code to ensure contractors follow established best practice guidelines to minimise disturbance. This will ensure that noise, dust and construction traffic in particular are managed with proper consideration for our neighbours.

Crossrail will investigate complaints about the works and you will be able to raise any remaining concerns with an independent referee.



Finsbury Circus

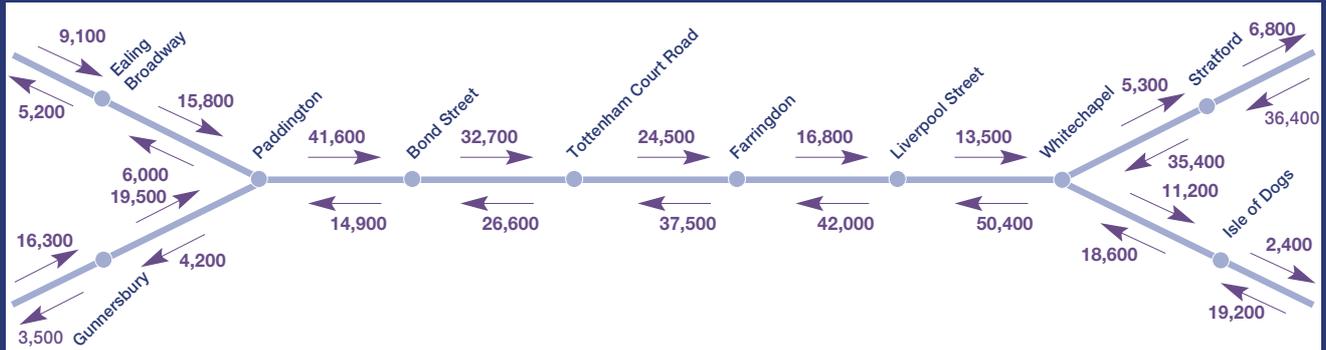




Crossrail trains will stop at new platforms at existing National Rail and Underground stations.

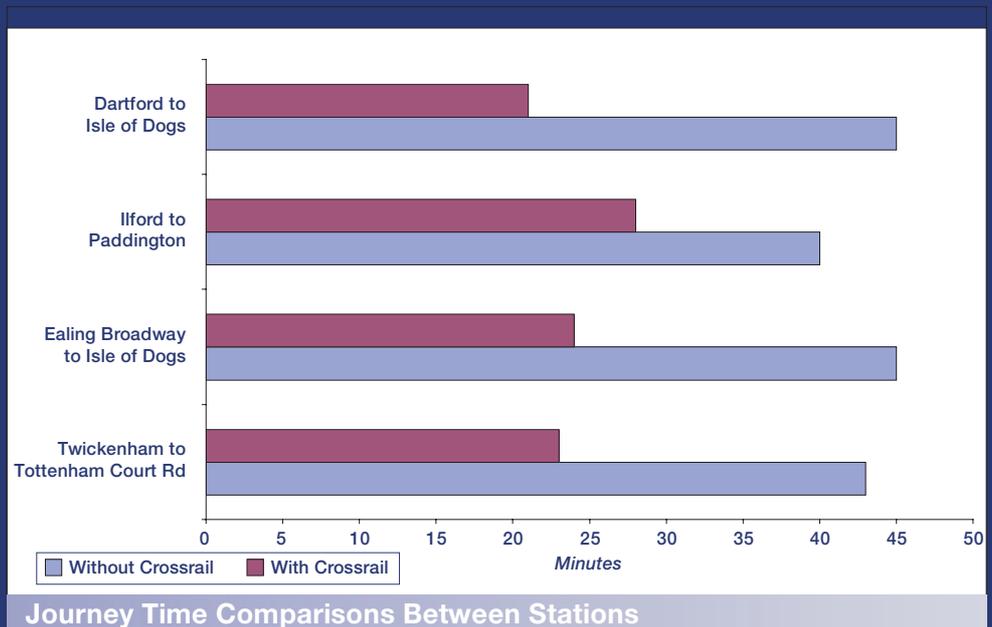
Easy interchange will be available with nine Underground lines in central London. At most stations new or enlarged ticket halls will be built.

Crossrail is forecast to be used by around 160,000 passengers during every morning peak. This represents nearly 200 million journeys every year.



Forecast Crossrail Passenger Numbers (Morning Peak Period)

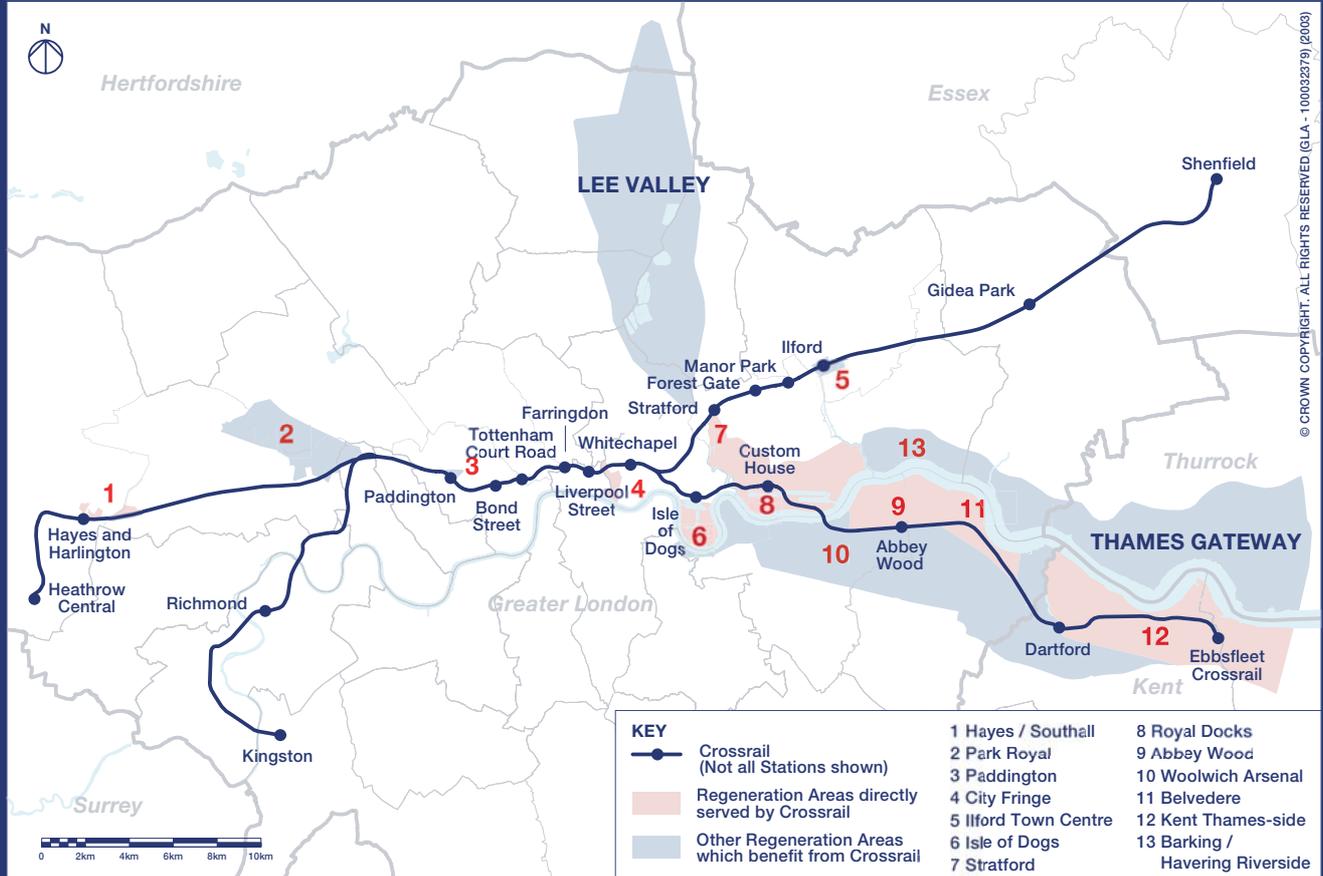
Crossrail will allow reduced journey times for many passengers by providing a range of direct journey opportunities that currently require an interchange at stations such as Paddington, Liverpool Street and Waterloo. This diagram shows some example journey times with and without Crossrail.



Promoting Regeneration

Crossrail would provide a new strategic link across London, which is vitally important to the

integration of London's key strategic growth and regeneration areas.



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Areas of Regeneration that Benefit from Crossrail

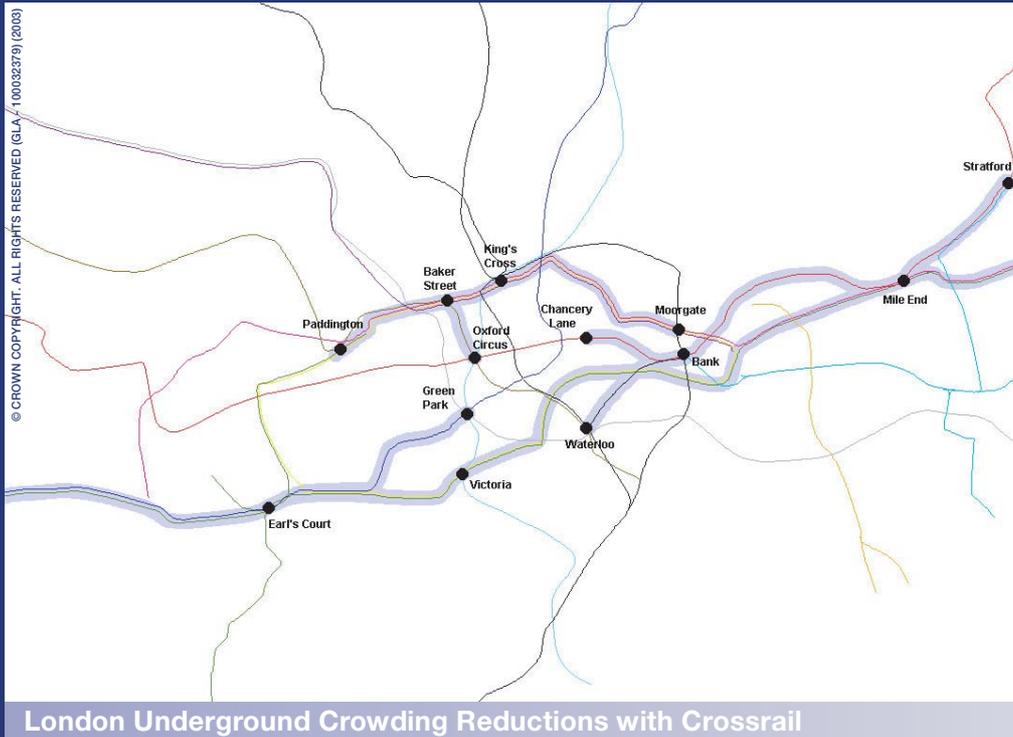
In conjunction with other Government initiatives, such as housing, training and infrastructure investment, Crossrail would have significant benefits for regeneration areas by:

- Making regeneration areas more accessible by public transport
- Improving accessibility to additional jobs, education opportunities and cultural facilities outside regeneration areas
- Improving the image and perception of regeneration areas



The majority of passengers travelling on Crossrail will have previously used existing London Underground and National Rail services to make their journeys. Crossrail would reduce the number of passengers travelling on these other services and reduce overcrowding for those passengers that remain.

Sections of the London Underground network which would have the most significant reductions in overcrowding are shown below:



On the Underground network, Crossrail would reduce overcrowding on:

- 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 Line between Paddington and the City
- The Waterloo & City Line

On the National Rail network, Crossrail will provide increased train capacity on lines into Liverpool Street and Paddington as well as providing relief to overcrowding on:

- Services into Fenchurch Street from east London and Essex
- Services into Charing Cross and Cannon Street from south east London and north Kent
- Services into Waterloo from south west London



What is Crossrail?

Crossrail is a bold plan to deliver a major new rail service to London and the South East. It will offer fast, direct and easy travel opportunities across the Capital via new lines in tunnels, and ease overcrowding on many existing tube and rail routes. Construction is planned to start in 2007, and the first trains should be running in 2013.

Crossrail will have a direct and beneficial impact on the lives of thousands of Londoners. As well as easing many of London's transport headaches, it will help to 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.

Route Consultation

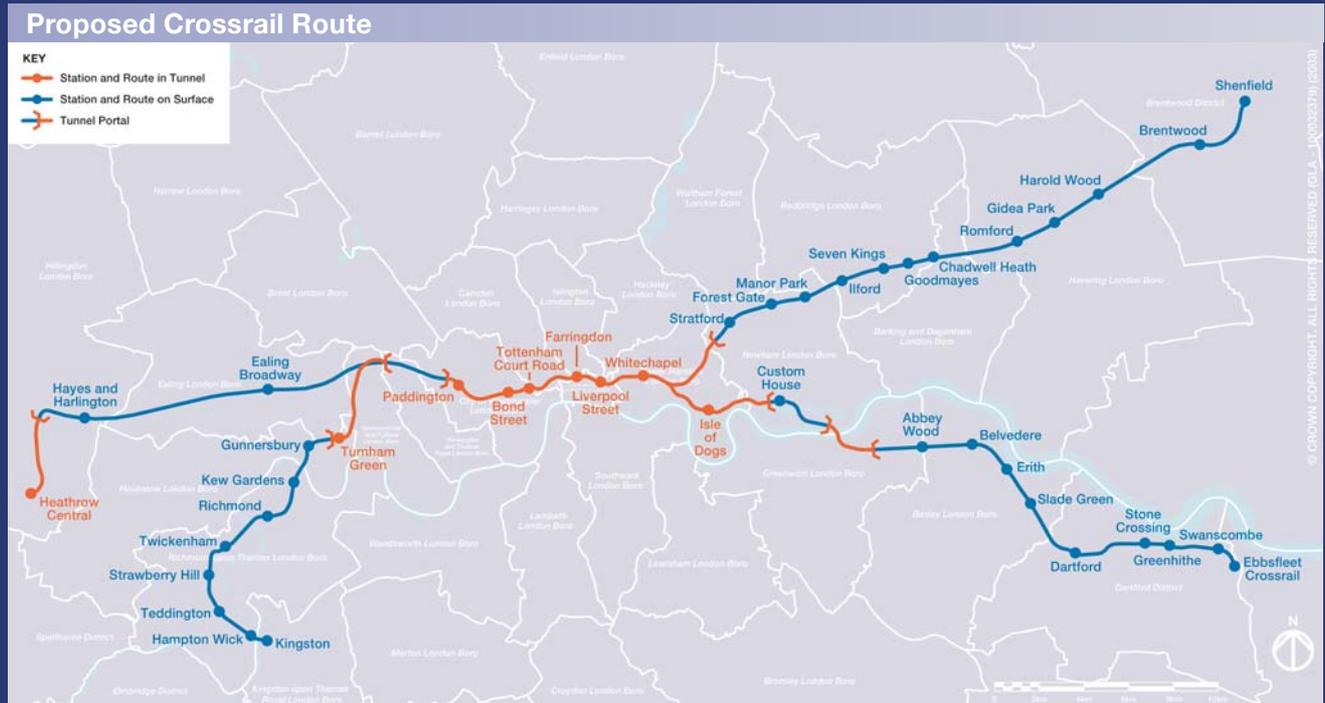
Crossrail will consult throughout the development of the project. In this initial public consultation, which runs from 8 September until 3 December 2003, we would like your views on our route proposals.

We will visit this area again in spring next year to explain how the project has developed.

This information centre is intended to help you understand the proposed route, the benefits and likely effects of the project.

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 Crossrail Voice leaflet or by contacting the project helpdesk.



The Benefits of Crossrail

- Increased rail capacity to central London
- Reduced overcrowding into and across London
- Faster journeys across London
- New direct journey opportunities
- Improved accessibility for all
- Improved integration of London's transport networks
- Improved international connections
- Encouragement of social inclusion
- Support for regeneration and development areas



Crossrail is being planned to deliver up to 24 trains per hour in peak times in each direction through central London. Service patterns on each of the branches east and west of London will enable fast and efficient travel across

London. Crossrail will fit in easily with the existing rail networks and ticketing systems. It will also enable commuters and leisure travellers alike to benefit from fast and efficient travel into and across London.



Possible Train Interior

The train interiors will reflect the 'metro' style service planned for Crossrail. Wide doors will allow for fast entry and exit and there will be space for luggage to be stowed.



Possible Train

Crossrail aims to be part of a fully integrated transport system. A major objective of Crossrail is to foster the development of a network of strategic interchanges. In order to fulfil this objective Crossrail will consider the part all modes have to play in providing links to and from stations. Our trains and our new and remodelled stations will have easy access for mobility impaired people such as parents with prams and wheelchair users.

Proposed Services

Crossrail proposes a 24 trains per hour peak service in each direction between Whitechapel and Paddington.

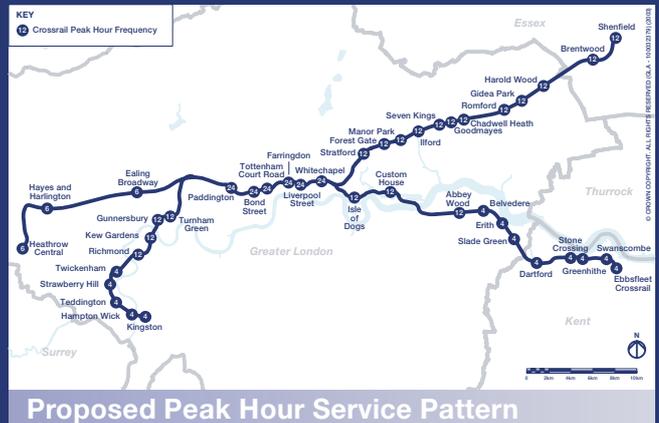
These trains would run onto the National Rail network on four branches. The current proposals for peak services on the branches are:

Great Eastern

12 trains per hour in each direction between Whitechapel and Shenfield replacing 10 of the current 16 trains per hour First Great Eastern services. 6 First Great Eastern services would remain running to Liverpool Street

North Kent

12 trains per hour in each direction between Whitechapel and Abbey Wood. 4 of these trains would serve onwards to Dartford in addition to the current Connex service and then onwards to Ebbsfleet replacing 2 of the current Connex service.



Great Western

6 trains per hour in each direction between Paddington and Heathrow replacing the 4 trains per hour Heathrow Express service. 6 trains would terminate at Paddington.

Richmond and Kingston

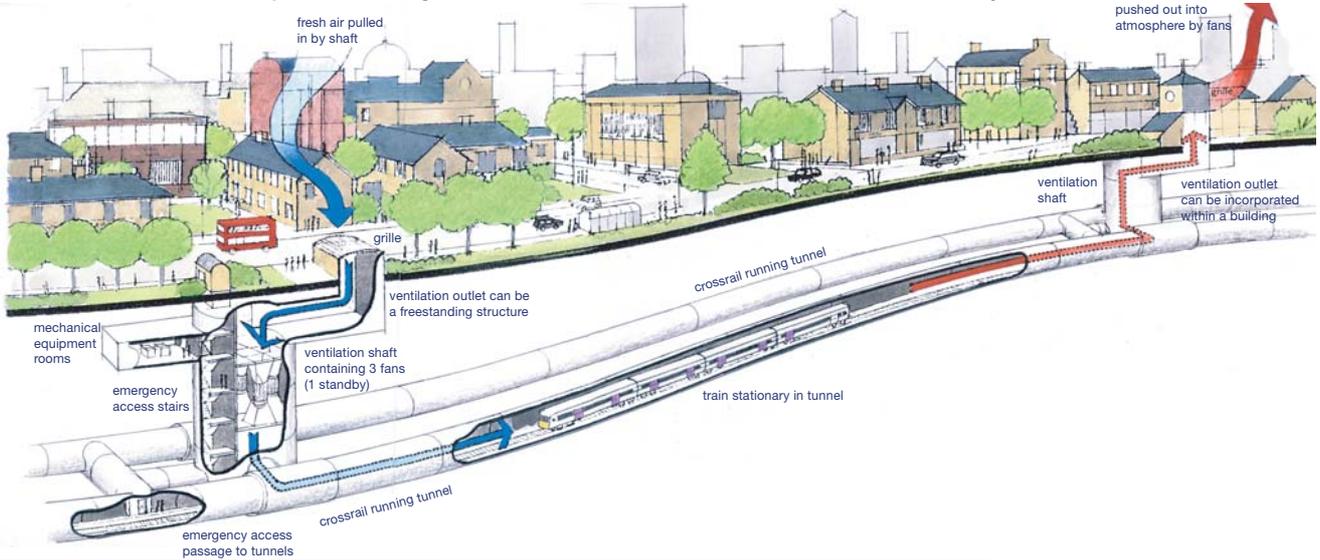
12 trains per hour in each direction between Paddington and Richmond replacing the current 7 trains per hour District line service. 4 of these trains would serve onwards to Kingston in addition to the current South West Trains service.

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



The function of the ventilation system.

In order to ensure 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 atmosphere. The ventilation system would normally be off and 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.

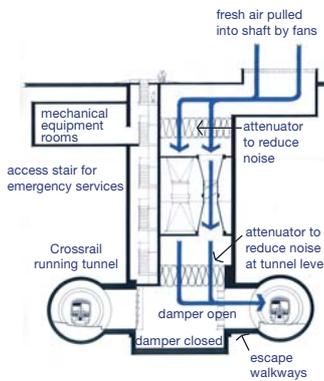


Intermediate Ventilation Shafts: Typical Arrangement (showing fans operating in tandem to cool stationary train.)

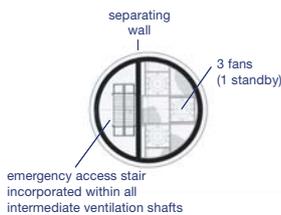
Detail layout

The layout of each intermediate ventilation shaft will vary to reflect the constraints imposed by different locations but each will contain:

- three electric fans - all reversible to enable the fan to push or pull air as required. Two fans will 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 (attenuators) to minimise noise from fan motors.
- an access stair to the tunnels for use by the emergency services.
- equipment necessary to operate the fans will be housed in a structure (usually underground) attached to the shaft and will be accessed from street level.



Section Through Ventilation Shaft



Plan of Shaft

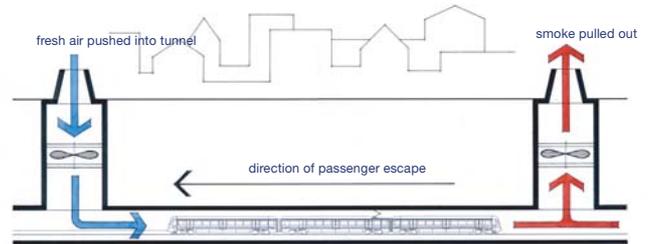
In the event of a fire emergency affecting a train the fans will be used to control and extract smoke to enable passenger evacuation along the trackside walkway. The tunnel ventilation system will help to ensure that the underground environment remains comfortable and safe for passengers at all times.

Method of operation

When 'forced' ventilation is required, two ventilation shafts will work in conjunction with each other. One will push fresh air into the tunnel and the other will pull exhaust air into the atmosphere. In this way a steady airflow can be set up in the tunnels.

Fans will either:

- blow cooling air over a stationary train.
- extract smoke from the tunnel in the event of a fire.



Fans Operating to Control Smoke in the Event of a Fire Emergency

Location

Ventilation shafts will be provided at all Crossrail underground stations. Intermediate ventilation shafts will be provided at specific intervals between stations in order to ensure an adequate airflow.

