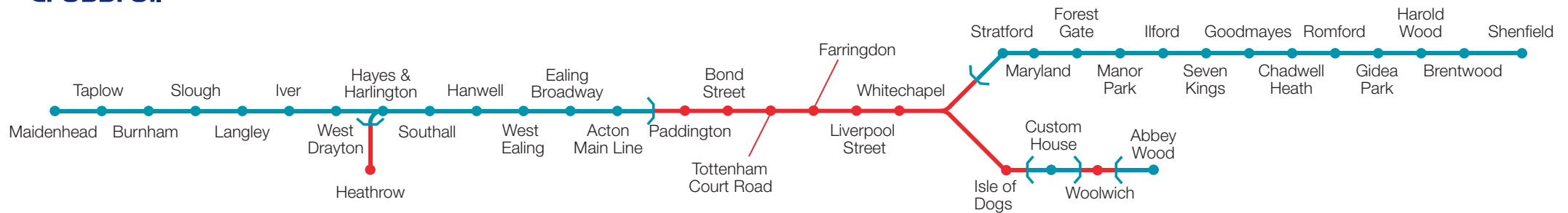


# Section 4



Crossrail



# Crossrail

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<b>Mode:</b>	Crossrail
<b>Primary category:</b>	Accommodating London's growth
<b>Project locations:</b>	London-wide
<b>Manager:</b>	Douglas Oakervee
<b>Manager title:</b>	Executive Chairman, Crossrail
<b>Next TfL gateway:</b>	n/a

### Justification

- Relieves central London transport congestion
- Secures 10 per cent capacity increase for London's future growth
- Helps meet wider transport and regeneration objectives
- Bolsters international connections
- Faster journeys
- Connections to key centres

### Outputs

A new railway service from Maidenhead and Heathrow in the west to Shenfield and Abbey Wood in the east, providing a peak service of 24 trains per hour between Liverpool St and Paddington. Running through new infrastructure in central London, with new Underground stations at Paddington, Bond St, Tottenham Court Road, Farringdon, Liverpool St, Whitechapel, Isle of Dogs and Woolwich. Well-lit, CCTV-monitored central stations provide a safe, secure and step-free environment. Trains will have wide doors, dedicated space for wheelchairs and CCTV-monitored carriages.

### Outcomes

- Enables 200 million journeys in first year
- Generates GDP benefits of at least £36bn

### Environmental impacts

The management of environmental impacts is set out in the Crossrail Environmental Statement.

### E&I impacts

Positive E&I impacts will result during the construction and operation of Crossrail. Crossrail is working with Transport for London, the construction industry and colleges to develop a training programme to enable local residents to be employed in its construction. The long-term benefits of Crossrail include greater access to employment opportunities and increased accessibility for passengers.

### Estimated final cost

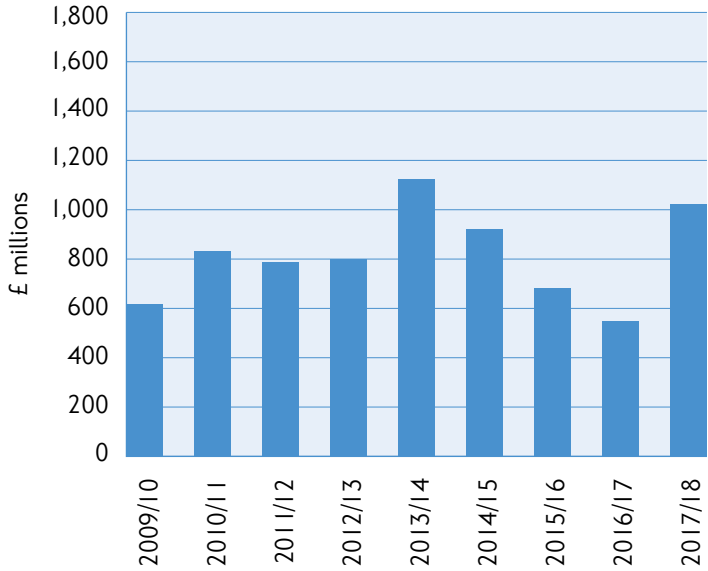
£15.9bn (of which £7.7bn is funded from TfL contributions)

### Cost Benefit Ratio

Approaching 3:1

### Milestones

Date	Milestone description
2009	Start of enabling works
2010	Start of main construction
2017	First service commences



Graph shows TfL contributions