

**Chapter 17**  
**Principal findings and conclusions**  
**Central route section**

## 17 Principal findings and conclusions Central route section

17.1 This chapter presents the principal findings and conclusions of the temporary and permanent traffic assessment for Crossrail.

### Overview

17.2 Traffic and transport issues have been examined throughout the route development and construction planning processes. Potential significant impacts were identified, and where possible changes in methodology and/or programming of works were incorporated to provide mitigation. This resulted in a reduction in the number of potential significant impacts.

17.3 Nevertheless, despite these efforts a number of significant negative impacts remain. These impacts need to be considered within the context of the overall objectives of the project and the transportation and other benefits it will produce.

### Temporary impacts – Central route section

17.4 The construction processes associated with the Crossrail project in the central route section will result in temporary traffic and transport impacts. These are primarily associated with the setting up and operation of the worksites.

17.5 Over the full length of the central route section, there are 26 temporary residual significant impacts during the construction phase. Seven of these relate to temporary loss of car parking facilities, seven relate to traffic levels and delays to vehicle occupants, four relate to vulnerable road users, four relate to public transport delays, one relates to disruption to interchange, one relates to waterways, and two fall into the ‘others’ category. There are three impacts of particular importance as set out below:

#### Impacts of particular importance

<i>Route-wide</i>	Originating in C2	Disruption to users of all rail services to and from Paddington main line station caused by the total and partial blockades
<i>Tottenham Court Road</i>	C5	General traffic, bus and pedestrian delays and diversions in the St Giles Circus area
<i>Pudding Mill Lane</i>	C13	Traffic congestion and delays on the A12 Blackwall Tunnel Northern Approach

17.6 Significant residual impacts expected to arise during construction for the central route section are set out below.

#### Significant impacts

##### Parking and loading

<i>Paddington</i>	C2	Loss of station parking
<i>Bond Street</i>	C4	Loss of on-street parking in Hanover Square
<i>Tottenham Court Road</i>	C5	Loss of on-street parking in Soho Square as a result of compensation grout shafts
<i>Farringdon</i>	C6	Loss of off-street parking in and around Smithfield Market
<i>Whitechapel</i>	C8	Loss of public and private parking
<i>Whitechapel</i>	C8	Loss of private parking at Whitechapel Sports Centre
<i>Hertsmere Road</i>	C11	Loss of private parking

##### Traffic levels and delays to vehicle occupants

<i>Royal Oak</i>	C1	Increased queuing and delays at the junction of Harrow Road and Great Western Road
<i>Hyde Park</i>	C3	Delays at the intersection of West Carriage Drive and Bayswater Road
<i>Tottenham Court Road</i>	C5	Traffic delays and access difficulties caused by the closure of Fareham Street
<i>Farringdon</i>	C6	Delays at the junction of Aldersgate Street and Beech Street
<i>Farringdon</i>	C6	Impacts associated with relocation of police security point
<i>Liverpool Street</i>	C7	Delays in Moorgate
<i>Whitechapel station</i>	C8	Delays along Brady Street and Durward Street

##### Vulnerable road user delay and loss of amenity

<i>Paddington</i>	C2	Pedestrian diversion due to closure of western entrances
<i>Farringdon</i>	C6	Pedestrian diversion due to location of worksite
<i>Stepney Green</i>	C9	Pedestrian and cyclist diversion due to road closure
<i>Isle of Dogs</i>	C11	Pedestrian and cyclist diversion due to bridge closure

CENTRAL ROUTE SECTION

**Public transport delay**

<i>Paddington</i>	C2	Local impacts associated with Paddington blockade
<i>Bond Street</i>	C4	Diversion of buses from Davies Street
<i>Tottenham Court Road</i>	C5	Disruption to interchange for bus and underground users
<i>Liverpool Street</i>	C7	Diversion of a bus route

**Disruption to interchange**

<i>Tottenham Court Road</i>	C5	Disruption to bus and Underground users
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**Waterways**

<i>Isle of Dogs station</i>	C11	Loss of boat access to Blackwall Basin, Poplar Dock and moorings on North Dock
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**Other**

<i>Bond Street</i>	C4	Loss of the use of the cabman's shelter facility
<i>Farringdon</i>	C6	Impacts associated with use of the private gated section of Charterhouse Square

**Permanent impacts – Central route section**

- 17.7 The significant operational impacts of Crossrail highlight the journey time benefits available for passengers on most routes. A small proportion of station-to-station journeys will experience increases where Crossrail replaces more direct services with stopping services. Crossrail services will attract a significant increase in passengers at nearly all stations.
- 17.8 Of the 24 significant impacts, 18 are beneficial impacts and 6 are negative impacts. Seven are journey time benefits to public transport users, eight are new access for mobility impaired passengers, one is pedestrian benefits, one is increased safety for pedestrians and one is improved interchange. One impact is journey time disbenefits to public transport users, two impacts are delays to vehicle occupants, one is increased traffic levels, one is a cyclist diversion, and one is loss of parking.
- 17.9 Details of the types of permanent impact expected to arise for the east are set out below.

**Significant impacts**

**Public transport**

<i>Paddington</i>	C2	Journey time benefits
<i>Bond Street</i>	C4	Journey time benefits
<i>Tottenham Court Road</i>	C5	Journey time benefits and reduced congestion at Underground station

<i>Tottenham Court Road</i>	C5	Bus diversion
<i>Farringdon</i>	C6	Journey time benefits
<i>Liverpool Street</i>	C7	Journey time benefits
<i>Whitechapel</i>	C8	Journey time benefits
<i>Isle of Dogs</i>	C11	Journey time benefits

**Traffic levels and delays to vehicle occupants**

<i>Paddington</i>	C2	Delays along Eastbourne Terrace, Craven Road, Departures Road and Westbourne Terrace.
<i>Paddington</i>	C2	Increased traffic on Craven Road
<i>Tottenham Court Road</i>	C5	Additional traffic delays in the St Giles Circus area

**Pedestrian benefits**

<i>Tottenham Court Road</i>	C5	Pedestrian benefits
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**Cyclist delay and loss of amenity**

<i>Tottenham Court Road</i>	C5	Cyclist diversion
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**Station and interchange impacts**

<i>Paddington</i>	C2	New access for mobility impaired passengers
<i>Bond Street</i>	C4	New access for mobility impaired passengers
<i>Tottenham Court Road</i>	C5	New access for mobility impaired passengers
<i>Tottenham Court Road</i>	C5	Improved interchange with buses
<i>Farringdon</i>	C6	New access for mobility impaired passengers
<i>Liverpool Street</i>	C7	New access for mobility impaired passengers at Moorgate
<i>Liverpool Street</i>	C7	New access for mobility impaired passengers at Liverpool Street
<i>Whitechapel</i>	C8	New access for mobility impaired passengers
<i>Isle of Dogs</i>	C11	New access for mobility impaired passengers

**Accidents and safety**

<i>Tottenham Court Road</i>	C5	Beneficial changes to pedestrian facilities
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**Parking and loading**

<i>Whitechapel</i>	C8	Loss of public car parking
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