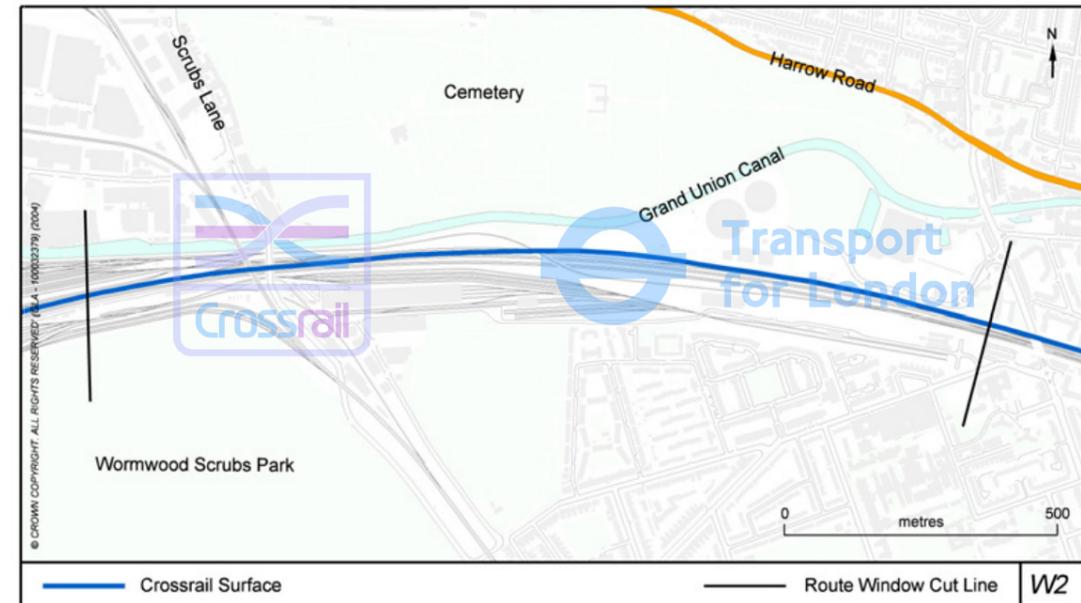


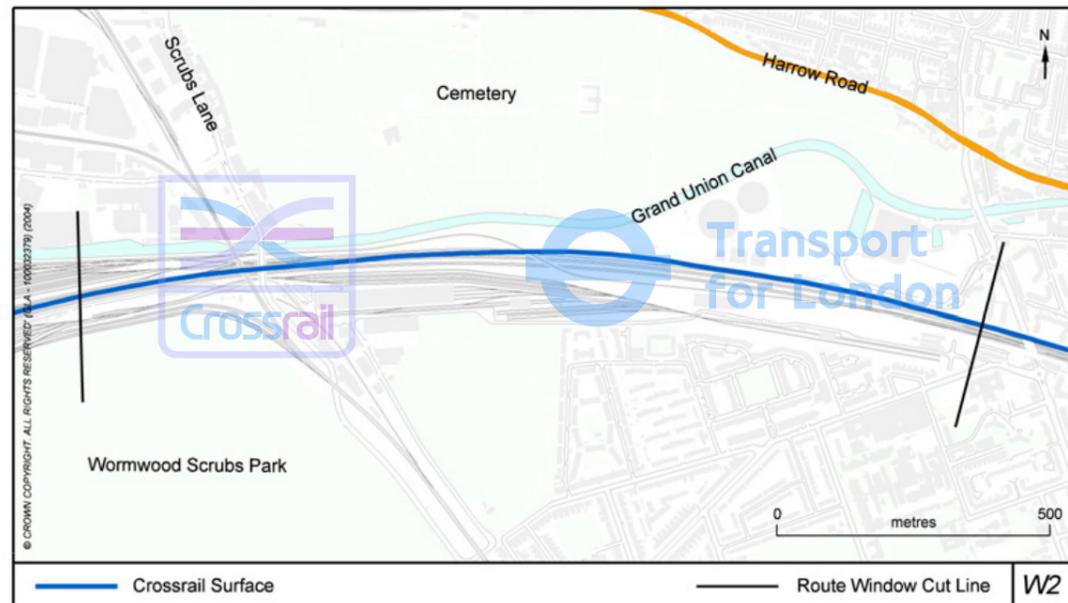
Chapter 25

Route window W2

Canal Way



25 Route window W2 Canal Way



Introduction

- 25.1 The four tracks in the Great Western Main Line corridor currently increase to six at Ladbrooke Grove (in Route Window W1). In order to provide space for a reversing facility at Westbourne Park this four-six track widening location will need to be moved eastwards to Subway Junction, east of Westbourne Park. The remaining two (northern) tracks between Ladbrooke Grove and Westbourne Park will be used by Crossrail for movement of empty stock between Old Oak Common depot and the Westbourne Park train reversing facility.
- 25.2 As part of these works, the track layout at Canal Way will be modified to permit Crossrail services to access Old Oak Common depot and to reduce conflict with other services accessing the depot. This will require installation of a series of crossovers between the relief lines and the Crossrail lines leading to the depot, and reinstatement of a second track over the Engine & Carriage Line flyover. Testing and commissioning of the new track layout will be undertaken on completion of the main works. The works involved with this will take place over a period of about 30 weeks.
- 25.3 The works will be carried out from within the rail corridor. There will only be limited access available to lorries, as almost all materials will be taken to and from the works by rail.
- 25.4 The drawing provided at the end of this chapter present the main features of the route window.

Baseline conditions

- 25.5 This route window is located within the London Borough of Hammersmith & Fulham and the Royal Borough of Kensington & Chelsea. The intensively used rail corridor is bordered to the south by residential areas and by Wormwood Scrubs Park, a significant area of open space, which

lies adjacent to the Eurostar North Pole depot. To the northeast, beyond the Paddington Branch of the Grand Union Canal are situated commercial uses and gas works. To the north of the canal lies the expanse of open space of St Mary's and Kensal Green cemeteries.

- 25.6 Access to sites within railway land is from Canal Way, Barlby Road, St. Ervans Road, Elkstone Road and Great Western Road (by bus depot).

The permanent works

- 25.7 All works will take place within the existing railway corridor, with materials taken to and from the works by rail.

Worksite assessment

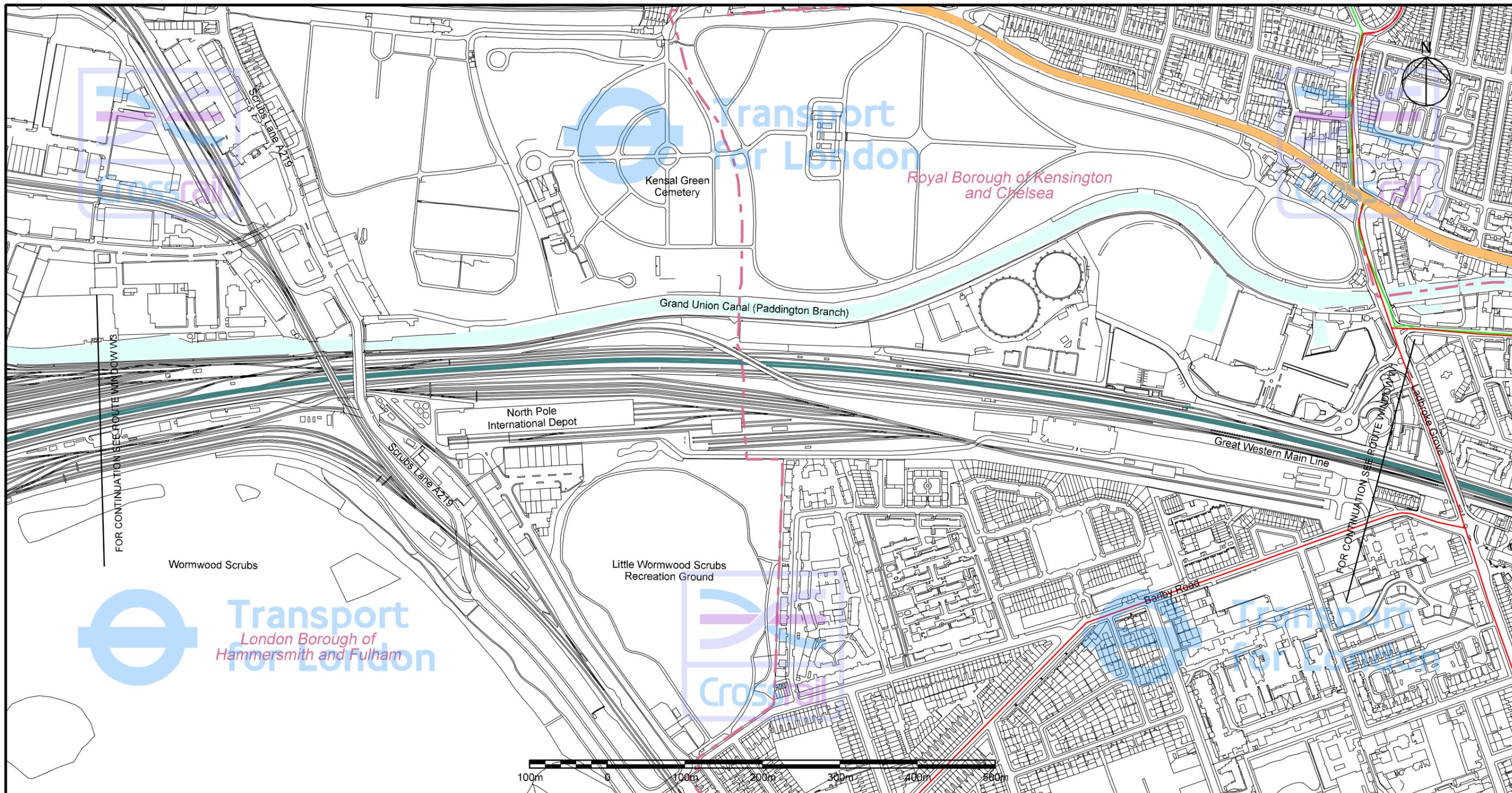
- 25.8 No significant traffic or transport impacts have been identified that are associated with the works in this route window.

Mitigation and temporary impacts

- 25.9 There are no significant traffic and transport impacts to report, so no mitigation is required.

Mitigation and permanent impacts

- 25.10 There are no significant permanent impacts to report, so no mitigation is required.



	Route Window Cut-Line		Worksites		Motorways		Bus Routes		Watercourse/Waterbody
	Crossrail Tunnel & Portal		Lorry Routes - One Way/Two Way*		TLRN/Principal Road Network & Trunk Roads		Strategic Cycle Route		
	Crossrail Surface		Main Construction Access/Egress One Way/Two Way		Proposed Strategic Road Network**		Cycling Diversion Route		
	Surface Structure						Pedestrian Diversion Route		
	Sub-Surface Structure						County Boundary		
	Permanent Vehicle Access/Egress						District & Borough Boundary		

* Lorry routes shown between worksites and TLRN/Principal Road Network

**In Greater London

www.crossrail.co.uk

CANAL WAY TRANSPORT AND ACCESS

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MAP
W2 (iv)

SCALE: 1:5000 @ A3
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