

**Chapter 28**  
**Principal findings and conclusions**  
**Western route section**



## 28 Principal findings and conclusions

### Western route section

28.1 This chapter presents the principal findings and conclusions of the construction and operational traffic assessment for the western section. This includes both the western Crossrail branch on the Great Western Main Line, which extends from Maidenhead to Portobello Junction, and the Heathrow Crossrail branch.

#### Overview

28.2 It is inevitable with a project of this scale that there will be adverse impacts on traffic and transport, particularly temporary ones during construction. 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.

28.3 Traffic and transport issues have been examined throughout the route development and construction planning processes. Consultation with affected stakeholders has been undertaken by the project to ensure that key potential impacts were identified and discussed at an early stage, and, where possible, appropriate mitigation agreed in principle. This has resulted in a number of changes that have mitigated many of the potential significant impacts. Nevertheless, despite these efforts a number of significant negative impacts, mainly temporary, remain. These negative residual impacts need to be balanced against the many positive impacts of the project both in transport terms and as a catalyst for redevelopment and regeneration.

#### Temporary impacts – Western route section

28.4 The construction processes associated with the Crossrail project in the west will result in temporary traffic and transport impacts. These are primarily associated with the setting up and operation of the worksites. No significant impacts relating to the transportation of materials to and from the worksites have been identified because the number of lorries to each of the worksites is relatively low. However, local highways authorities have been consulted to identify suitable lorry routes to further reduce potential impacts.

28.5 Over the full length of the western alignment, there are twelve temporary residual significant impacts during the construction phase. Seven of these relate to temporary loss of car parking facilities, two relate to increases in pedestrian delay due to bridge closures, two to public transport delay, and one to impacts on station interchange. There is one route-wide impact of particular importance originating at Paddington because of the proposed blockades that will affect all services running in and out of London Paddington. Otherwise, disruption to passengers at stations will be minimised throughout construction.

28.6 Details of the types of impact expected to arise during construction for the west are set out below.

#### Significant impacts

##### 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 blockade
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##### Parking and loading

<i>Maidenhead station</i>	W25	Loss of public parking
<i>Leigh Road Bridge</i>	W20	Loss of private parking at two worksites
<i>Stoke Poges Lane bridge</i>	W19	Loss of private parking
<i>Farnham Bridge</i>	W19	Loss of private parking
<i>Wexham Road Bridge</i>	W18	Loss of private parking
<i>Hayes &amp; Harlington station</i>	W10	Loss of public parking
<i>Ealing Broadway station</i>	W5	Loss of private parking

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

<i>Leigh Road Bridge</i>	W20	Pedestrian diversion due to bridge closure
<i>Dog Kennel Bridge</i>	W15	Pedestrian diversion due to bridge closure

##### Public transport delay

<i>Ealing Broadway station</i>	W5	Local impacts associated with Paddington blockades
<i>Acton Main Line station</i>	W4	Local impacts associated with Paddington blockades

##### Disruption to interchange

<i>Maidenhead station</i>	W25	Loss of set-down and pick-up facilities
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#### Permanent impacts – Western route section

28.7 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 significant increases where Crossrail replaces more direct services with stopping services. Crossrail services will attract a significant increase in passengers at nearly all stations.

28.8 There are a total of 22 significant permanent impacts, 13 of which arise due to journey time savings, seven relate to improvements in station interchange, one relates to delay to pedestrians and one to the loss of public parking.

28.9 Details of the types of permanent impact expected to arise for the western route section are set out below.

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**Significant impacts****Public transport**

<i>Taplow</i>	W23	Journey time benefits
<i>Burnham</i>	W21	Journey time benefits
<i>Slough</i>	W18	Journey time benefits
<i>Langley</i>	W16	Journey time benefits
<i>Iver</i>	W14	Journey time benefits
<i>West Drayton</i>	W13	Journey time benefits
<i>Hayes &amp; Harlington</i>	W10	Journey time benefits
<i>Southall</i>	W8	Journey time benefits
<i>Hanwell</i>	W7	Journey time benefits
<i>West Ealing</i>	W6	Journey time benefits
<i>Ealing Broadway</i>	W5	Journey time benefits
<i>Acton Main Line</i>	W4	Journey time benefits
<i>Heathrow</i>	H3, H4, H5	Journey time benefits

**Pedestrian delay and loss of amenity or benefits**

<i>Dog Kennel Bridge</i>	W15	Pedestrian diversion
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**Station and Interchange impacts**

<i>Slough</i>	W18	New access for mobility impaired passengers
<i>West Drayton</i>	W13	New access for mobility impaired passengers
<i>Hayes and Harlington</i>	W10	New access for mobility impaired passengers
<i>Southall</i>	W8	New access for mobility impaired passengers
<i>West Ealing</i>	W6	New access for mobility impaired passengers
<i>Ealing Broadway</i>	W5	New access for mobility impaired passengers
<i>Acton Main Line</i>	W4	New access for mobility impaired passengers

**Parking and loading**

<i>Maidenhead station</i>	W25	Loss of station car parking
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