



CROSSRAIL INFORMATION PAPER

A2 – SERVICE PATTERN

This paper summarizes the service pattern assumptions made for both Crossrail and for existing services that are assumed will change as a result of the introduction of Crossrail.

It will be of particular relevance to those interested in learning more about the assumed Crossrail service pattern.

This is not intended to replace or alter the text of the paper itself and it is important that you read the paper in order to have a full understanding of the subject. If you have any queries about this paper, please contact either your regular Petition Negotiator at CLRL or the Crossrail helpdesk, who will be able to direct your query to the relevant person at CLRL. The helpdesk can be reached at:

Crossrail
FREEPOST
NAT6945
London
SW1H 0BR

Email: helpdesk@crossrail.co.uk
Telephone: 0845 602 3813

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1. Introduction

1.1 This Information Paper summarizes the service pattern assumptions made for both Crossrail and for existing services that are assumed will change as a result of the introduction of Crossrail. The assumptions outlined have been used in deriving the likely transport and environmental effects of Crossrail. The actual service pattern operated when Crossrail opens may not be exactly as set out in this paper.

2. Crossrail Service Pattern

2.1 Crossrail services will operate from Maidenhead, Heathrow and Paddington to the west to Shenfield and Abbey Wood to the east. It is assumed that a maximum of 24 trains per hour (tph) will operate through the central section between Paddington and Whitechapel during the peak periods.

2.2 It is assumed the 24 tph peak service will operate on weekdays from 07.45 to 09.15 and from 16.45 to 18.15. A 20 tph service is assumed will operate from 07.00 to 07.45, 09.15 to 10.00, 16.00 to 16.45 and 18.15 to 19.00. A 16 tph service is assumed will operate for much of the remainder of the daytime, as well as in the evenings and at weekends (the timing and frequency of Crossrail services described are from Tottenham Court Road station).

2.3 It is assumed services will operate at hours similar to the London Underground, with first trains due to arrive at Tottenham Court Road at 05.45 and last trains at 00.30, Mondays to Saturdays. It is assumed that on Sundays services will start later, at 06.30, and end at 00.30.

2.4 During the weekday morning peak hour, it is assumed Crossrail will operate a 10 tph service to central London from the Great Western Main Line (GWML). It is assumed this will be made up of 4 tph from Maidenhead, 4 tph from Heathrow Airport and 2 tph from West Drayton, with a further 14 tph starting at Paddington. To the east of central London, it is assumed 12 tph will operate from Shenfield and 12 tph from Abbey Wood.

2.5 During the weekday morning peak hour, it is assumed Crossrail will operate an 8 tph service on the Great Western Main Line from central London with 4 tph to Maidenhead and 4 tph to Heathrow. To the east of central London, it is assumed that 12 tph will operate on the Shenfield line (although up to 4 tph may terminate before Shenfield) and 12 tph to Abbey Wood.

2.6 Between Shenfield, Abbey Wood and central London, it is assumed Crossrail services will call at all stations along the Crossrail route, except Maryland where there would be difficulties in extending the platforms to accommodate Crossrail trains. Between Maidenhead and central London, it is assumed a mixture of Crossrail stopping patterns will operate in order to minimize journey times from outer stations and permit non-Crossrail services to operate on the GWML.

3. Changes to Other Services

3.1 Where Crossrail is due to operate on the existing rail network, a number of existing services will be either replaced by Crossrail or amended to ensure that all services can be run as part of an integrated timetable. However, there will be no changes to the Heathrow Express service pattern or longer distance services that operate on the GWML through Maidenhead to the west of England, Wales and the Cotswolds. Additionally, no changes are proposed for the Great Eastern Main Line (GEML) through Shenfield to any destinations, including Norwich, Ipswich, Colchester, Chelmsford and Southend.

3.2 The replacement of existing services by Crossrail will result in reductions in journey times for many passengers. Crossrail will achieve this by reducing the need for passengers to interchange at the London termini onto other modes of transport to complete their journeys in central London. For example, Crossrail will reduce the journey time between Hayes & Harlington and Tottenham Court Road by 10 minutes, from 34 to 24 minutes, while the journey time from Slough to Liverpool Street will be reduced by 8 minutes, from 46 to 38 minutes.

3.3 The table below shows the changes to existing services during the peak periods that have been assumed during the planning of Crossrail.

Maidenhead (GWML)	<ul style="list-style-type: none"> • The majority of First Great Western Link services that start east of Reading in the morning peak would be replaced by Crossrail. • Some First Great Western outer suburban services that start west of Reading would be amended to operate non-stop between Reading and Paddington. Residual services would operate between Reading and Paddington with station calls at principal stations and between Reading and Slough with station calls at all stations. • The Greenford to Paddington service would be replaced with a Greenford to West Ealing service at increased frequency.
Shenfield (GEML)	<ul style="list-style-type: none"> • The majority of 'One' services starting at Shenfield, Gidea Park and Ilford in the morning peak period would be replaced by Crossrail, although a limited peak hours service between Gidea Park and Liverpool Street would continue to operate.

3.4 The introduction of Crossrail will have no impact on the existing South Eastern Trains service that serves Abbey Wood.

4. Potential Service Improvements

- 4.1 A major benefit of Crossrail will be the release of platform capacity at Liverpool Street station that could be used to improve train frequencies to other destinations. The exact specification of these services will be determined at a later date and will not be the responsibility of Crossrail.
- 4.2 However, for the purposes of planning, it has been assumed that Crossrail would release paths on both the Great Eastern and West Anglia routes into Liverpool Street.
- 4.3 On the Great Eastern route, it has been assumed that a 6 tph service would operate in the peak period between Gidea Park and Liverpool Street. On the West Anglia route via Hackney Downs, an additional 6 tph are assumed to operate following the opening of Crossrail.