



CROSSRAIL INFORMATION PAPER

A5 – ABBEY WOOD TO EBBSFLEET

This paper explains why the Crossrail route terminates at Abbey Wood rather than at Ebbsfleet.

It will be of particular relevance to those interested in the route development process.

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



A5 – ABBEY WOOD TO EBBSFLEET

1. Introduction

1.1 This Information Paper sets out the reasons for the decision to terminate Crossrail services on the south-east corridor at Abbey Wood rather than Ebbsfleet.

2. Background

2.1 During public consultation in September 2004, Cross London Rail Links Ltd (CLRL) proposed that up to four trains per hour (tph) would continue from Abbey Wood through Dartford to a terminus at Ebbsfleet.

2.2 In responses to the consultation, concern was raised about the ability of Crossrail to maintain a reliable service where it shares tracks with existing North Kent Line services. A review was commissioned in light of this concern.

3. Rationale

3.1 The planning assumption for Crossrail is to provide a service of 24 tph at peak periods in each direction in the central section. The key to achieving such a high-frequency service is the punctual arrival of westbound trains at Whitechapel and eastbound trains at Paddington. If trains do not arrive at the booked time, then either other trains will need to be held up to wait for them or out of sequence running will occur.

3.2 There is a risk that if Crossrail trains share tracks with other trains they will be delayed as a consequence of any delays that other trains experience away from the Crossrail network. Crossrail would be the prime user of the tracks on the Maidenhead and Shenfield corridors and there would be less scope for such delays there.

3.3 On the corridor to the east of Abbey Wood, however, Crossrail services would be a minority user on an already very busy route. Between Abbey Wood and Ebbsfleet there are six locations where conflicting movements with other trains could take place, and this could jeopardise Crossrail's service reliability across the network.

3.4 Terminating Crossrail services at Abbey Wood will allow this corridor to become self-contained. This will contribute significantly to the achievement of the required levels of reliability across the Crossrail network.

3.5 Connections with services towards Dartford and Ebbsfleet would be available because of the provision of a convenient cross platform interchange with Crossrail at Abbey Wood station, which will be rebuilt as part of the Crossrail project. During peak periods, the planning assumption is that there will be a 12 tph Crossrail service from Abbey Wood, offering convenient connections to Docklands, the City and the West End for north Kent customers, with significant journey time savings.

3.6 A service to Ebbsfleet could be operated at the required standard of reliability if substantial investment on the infrastructure on the line through Dartford was made, to improve the segregation of services and minimise conflicting train movements in this area.

4. Conclusion

4.1 In November 2004 the decision was taken to terminate Crossrail trains on the south-east corridor at Abbey Wood rather than Ebbsfleet, based on the need to ensure a reliable train service throughout the Crossrail network and especially in the tunnel between Whitechapel and Paddington.

Map Showing the South-east Corridor, Including the Safeguarded Section from Abbey Wood to Ebbsfleet

