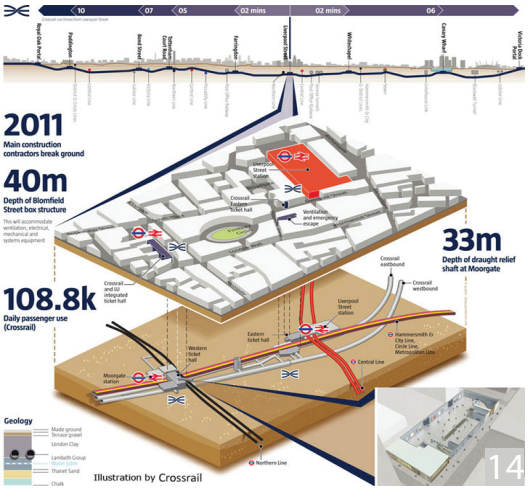
Crossrail DESIGN

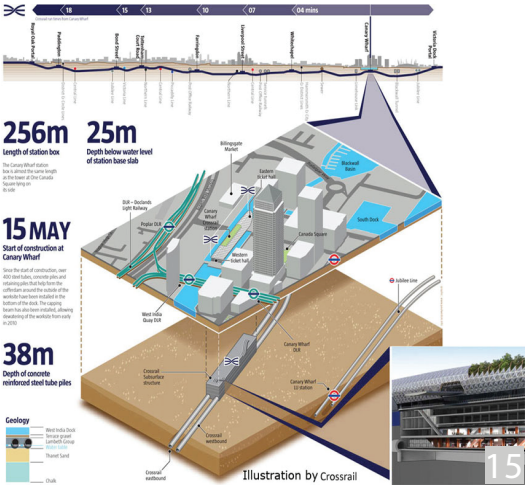
Crossrail

- Liverpool Street
- Whitechapel
- Stratford
- Maryland
- Forest Gate
- Manor Park
- Ilford
- Seven Kings
- Goodmayes
- Chadwell Heath
- Romford
- Gidea Park
- Harlod Wood
- Brentwood
- Shenfield
- Canary Wharf
- Custom House
- Woolwich

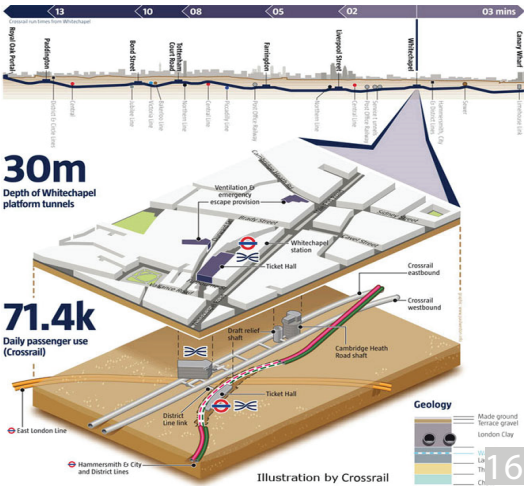
One critical focus of the Crossrail project is ensuring a high level of accessibility for all users. This is achieved through at grade entrances, elevators, wide entrances, and other mobility enhancing features. When interchanging between Crossrail and other services, there will be step-free access between Crossrail platforms and other National Rail and London Underground services given existing station constrains. To the left is a graphic showing the accesibility of each station along the Crossrail line.



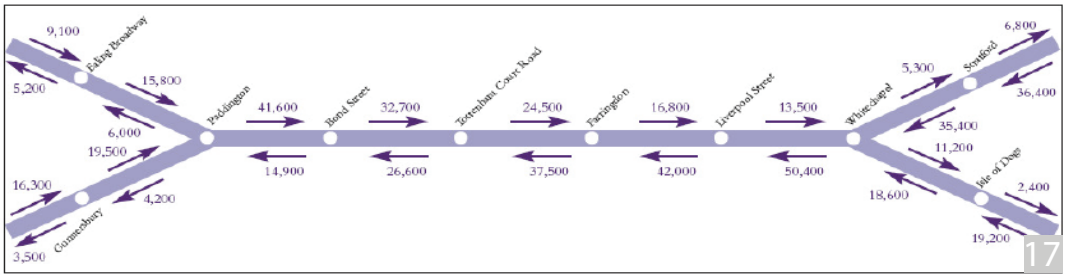
To the right are exploded axonometric models demonstrate how each station integrates with the urban fabric of London. Additionally these graphics show the complexity of connections between the multi-layered transportation networks of London.



Construction of the Crossrail networks is a multi-phased operation with several tunnel and station construction operations occuring simultanesouly. Tunnels are being bored at a diameter of six meters with progress depending largerly on the subterranian material encountered by the TBM. The tunnel boring machines bore and build the tunnel simultaneously. Concrete tunnel liners are designed for a lifespan of no less than 120 years.



Below is a map of estimated ridership between stations during the morning (7-10am) rush hour period.



1 + 2 http://www.worldarchitecturenews.com/index.php?fuseaction=wanappln.projectview&upload_id=10142
3 + 9 http://www.crossrail.co.uk/news/press-releases/mayor-rail-minister-unveil-new-crossrail-station-designs-to-shape-future-london-1
10+16 http://www.tunneltalk.com/Crossrail-Aug10-Settlement-control-measures.php
17 http://dspace.mit.edu/bitstream/handle/1721.1/53328/495844816.pdf?sequence=1