



## **CROSSRAIL INFORMATION PAPER**

### **B7 - CROSSRAIL BILL AS AMENDED IN SELECT COMMITTEE IN THE HOUSE OF COMMONS**

This paper outlines the changes made to the Crossrail Bill and project as a result of its consideration by the Select Committee in the House of Commons.

It will be of particular relevance to those interested in learning about the changes made to the project in the House of Commons.

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:

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**APPROVED**

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## B7 – CROSSRAIL BILL AS AMENDED IN SELECT COMMITTEE IN THE HOUSE OF COMMONS

### 1. Introduction

1.1 The Crossrail Bill was deposited in the House of Commons in February 2005 and received its Second Reading in July 2005.

1.2 The Bill was then referred to a Select Committee of the House of Commons. The Select Committee members were:

Mr Alan Meale (Chairman)	Mansfield	Labour
Mr Brian Binley	Northampton South	Conservative
Ms Katy Clark	North Ayrshire and Arran	Labour
Mr Philip Hollobone	Kettering	Conservative
Kelvin Hopkins	Luton North	Labour
Mrs Sian C James	Swansea East	Labour
Mr Ian Liddell-Grainger	Bridgwater	Conservative
John Pugh	Southport	Liberal Democrats
Mrs Linda Riordan	Halifax	Labour
Sir Peter Soulsby	Leicester South	Labour

1.3 Second Reading triggered a petitioning period, during which 365 petitions were lodged against the Bill. The Select Committee started its hearings in January 2006 and sat for a total of 84 days, spread over 22 months, completing its hearings in October 2007. During that time the Select Committee heard from 205 petitioners in total and received a large volume of oral and written evidence<sup>1</sup>. The Select Committee issued two sets of interim decisions, in July 2006 and 2007, and the Promoter responded to these in October 2006 and October 2007 respectively. In October 2007 the Select Committee reported the Bill and published<sup>2</sup> a Special Report.

### 2. Bill Amended in Select Committee

2.1 During the Select Committee a number of changes to the project were identified as a result of discussions with stakeholders, continued project development, and in response to the Select Committee's decisions. The Promoter deposited four Additional Provisions (APs) to the Bill, seeking to amend the Bill to include new or revised proposals, and each AP was accompanied by a separate Environmental Statement (ES<sup>3</sup>). The Promoter also published updated environmental information during Select Committee, in the shape of four Supplementary Environmental Statements (SEs).

2.2 A further 101 petitions were lodged against the various APs and these were also considered by the Select Committee. Appendix A to this paper lists and

<sup>1</sup> See transcripts at <http://www.publications.parliament.uk/pa/cm/cmccross.htm>.

<sup>2</sup> In the First Special Report of the House of Commons Crossrail Bill Committee, Session 2006-07, on the Crossrail Bill, HC 235-I, published on 23 October 2007. See <http://www.publications.parliament.uk/pa/cm/cmccross.htm>.

<sup>3</sup> The term 'Environmental Statement' refers to the Environmental Statement deposited with the Crossrail Bill in February 2005, the four Environmental Statements accompanying the Additional Provisions, the four Supplementary Environmental Statements submitted during the passage of the Bill, and their Non-Technical Summaries and errata, which together comprise the Crossrail Environmental Statement. The term 'the Main ES' refers specifically to the Environmental Statement produced (with its Non-Technical Summary) in February 2005

summarises the effect of the APs and sets out which APs were included in the Bill as reported by the Select Committee. Following the completion of the Select Committee stage the Promoter published updated information drawings showing the proposals as amended by the APs, and copies of these can be found at <http://billdocuments.crossrail.co.uk/>.

2.3 During the Select Committee the Promoter also gave the following undertaking<sup>4</sup> on the subject of works that are no longer proposed to be carried out:

“21867 ...Subject to the Amendments of Provisions being accepted into the Bill, the Promoter will not use the powers in the Bill firstly to construct a depot at Romford; secondly to construct sidings at West Drayton; thirdly to construct temporary facilities for the removal of excavated tunnel material from Hanbury Street shaft, including the Pedley Street, adit and conveyors; fourthly to use Bow Midland Yard East Olympic land north of Pudding Mill Lane. Finally, you will recall that in addition to providing Over Head Line Electrification on the Great Western Main Line railway the Promoter intends to retain four bridges as set out in chapter ten of Supplementary Environmental Statement 3, with reference to the Brunel Bridge, as you will recall from earlier proceedings.

21688 That being the case, that is the intention to retain the four bridges, the Promoter will therefore not construct the temporary bridges originally adjacent to three of these bridges, that is to say Leigh Road Bridge, Wexham Road Bridge and St Mary’s Road Bridge...”

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<sup>4</sup> House of Commons Select Committee - Transcript - Day 82 - Paragraphs 21687-21688

## CROSSRAIL BILL

## APPENDIX A

## ADDITIONAL PROVISIONS MADE IN HOUSE OF COMMONS SELECT COMMITTEE

The following list summarises the Additional Provisions promoted in the House of Commons and indicates which have been included in the Bill.

Original proposal <sup>5</sup>	Additional Provision Proposal <sup>1</sup>	Comment
<b>January 2006</b>		
<p><b>Paddington station</b></p> <p>The temporary taxi facility comprised:</p> <ul style="list-style-type: none"> <li>• a new route for passenger access using the Parcel Ramp and the construction of a new lift towards the end of platforms 10 and 11;</li> <li>• a taxi circulation facility requiring the end walls of the Lynx Building to be demolished; and</li> <li>• a new vehicle ramp to accommodate two lanes of traffic.</li> </ul>	<p>The revised works include the relocation of the vertical circulation between the taxi facility and the platforms to avoid conflicting movements and comprise the following:</p> <ul style="list-style-type: none"> <li>• passenger route to be moved to the storage area adjacent to platform 12 to construct lifts and escalators;</li> <li>• the taxi circulation facility is to be retained but the whole of the Lynx Building is to be demolished;</li> <li>• the new vehicle ramp will now accommodate three lanes of traffic; and</li> <li>• provision is made to construct new steps and a lift (or ramp) to provide access between the station and Paddington Central.</li> </ul>	Amendment included in Bill
<p><b>Tottenham Court Road station</b></p> <p>Crossrail running tunnels at Shorts Gardens on the original alignment as presented in the main ES.</p>	<p>The realignment of a short section of the westbound Crossrail running tunnel and to the Limits of Deviation (LoD) for the Bill to avoid conflict with the construction of a shaft by EDF Energy.</p>	Amendment included in Bill
<p><b>Whitechapel station</b></p> <p>A western ticket hall proposed at Court Street.</p>	<ul style="list-style-type: none"> <li>• enlarged western ticket hall which will require land outside the limits of the Bill;</li> <li>• new pedestrian plaza at Fulbourne Street;</li> <li>• new emergency escape stairs at the western end of the District line platforms exiting onto Fulbourne Street; and</li> <li>• replacement of the two outer bridges carrying the District line over the East London line with footbridges.</li> </ul>	Amendment included in Bill
<p><b>Lowell Street shaft</b></p> <p>Basin Road was included within the original limits of the Bill for the running tunnels and as such subsurface rights are conferred.</p>	<p>Surface rights for temporary access required for construction.</p>	Amendment included in Bill
<p><b>Isle of Dogs station</b></p> <p><i>Bellmouth Passage:</i> Excavated material will be transported from the construction site via a conveyor system to a barge loading facility in West India South Dock.</p> <p><i>Billingsgate:</i> The Bill as originally set out included subsurface rights at this location.</p>	<p><i>Bellmouth Passage:</i> The southern end of the conveyor is to be realigned to avoid conflict with the reclamation of the dock. Revised proposals extend beyond the existing LoD.</p> <p><i>Billingsgate:</i> The Amendment includes powers for surface access during construction and operation (emergency access only).</p>	Amendment included in Bill

<sup>5</sup> Descriptions taken from relevant Non-Technical Summary that accompanied each Additional Provision

<p><b>Stockley Flyover</b></p> <p>Access for construction traffic was proposed via a private road off Rigby Lane.</p>	<p>This access was found to carry traffic in a one-way direction away from the worksite and therefore a new access into the worksite is proposed via a private road off Swallowfield Road which extends beyond the original limits of the Bill. The private road off Rigby Lane will be used for egress.</p>	<p>Amendment included in Bill</p>
<p><b>Hayes and Harlington</b></p> <p>Currently the eastbound goods line on the north side of the rail corridor merges with the relief line. Crossrail will extend this relief line eastwards to become the new eastbound Crossrail airport line to Heathrow. Hayes and Harlington Station Road Bridge worksite will be used to construct the extension.</p>	<p>Modification is required to the temporary site access due to practicalities and safety concerns over its use. Revised access extends beyond the original limits of the Bill. New access is proposed from two points off Blyth Road to the north of the railway.</p>	<p>Amendment included in Bill</p>
<p><b>Romford depot (west)</b></p> <p>Construction of an underpass providing access to the proposed Crossrail depot. The presence of two high pressure gas pipelines provides a constraint to the location. The proposed works include the temporary diversion of the high pressure gas pipelines along the southern edge of the worksite.</p>	<p>The temporary diversion of the two high pressure gas pipelines has been revised due to National Grid constraints on working within close proximity of such utilities, and concerns over health and safety. Revised proposals include the decommissioning of the pipelines and the diversion of the gas to an existing pipeline outside the limits of the original Bill. This will involve crossing part of Crowland Heath Golf Course to gain access to the existing pipeline.</p>	<p>Amendment <u>not</u> included in Bill – overtaken by Alternative Depot Strategy</p>
<p><b>Blackwall Way and Limmo Peninsula shaft</b></p> <p>Excavated material is to be removed from Limmo worksite by barge using a conveyor loading facility on the edge of the River Lea.</p>	<p>Barge access to the site is tidally restricted and therefore additional temporary mooring is required to maximise efficiency. This will involve dredging and the provision of bollards outside the original limits of the Bill. The opportunity has also been taken to remove reference within the Bill to the construction of a jetty at the Limmo Peninsula.</p>	<p>Amendment included in Bill</p>
<p><b>Manor Wharf</b></p> <p>Manor Wharf is to be used for loading excavated material onto barges.</p>	<p>An alternative site layout is proposed that avoids conflict with a proposed new energy from waste facility.</p>	<p>Amendment included in Bill</p>
<p><b>May 2006</b></p>		
<p><b>Westbourne Park Sidings</b></p> <p>The original scheme comprised the creation of 235 m long sidings for a reinstated concrete batching plant at Westbourne Park.</p>	<p>The revised scheme comprises an extension of the sidings to the east so that they are 350 m long to enable a reinstated plant to continue to operate at its current capacity. Additional land is required to do this which was outside the limits of the Bill, the railway retaining wall will be moved to the north, and Westbourne Park Passage footbridge will be extended to span the new sidings.</p>	<p>Amendment included in Bill</p>
<p><b>Farringdon Crossover</b></p> <p>The original scheme consisted of the construction of a rail crossover between Farringdon and Liverpool Street stations, beneath the Barbican. The provision of the crossover was to ensure that Crossrail services can continue to run during emergencies and disrupted services. The crossover would have been constructed from a worksite in Aldersgate Street.</p>	<p>The crossover has been moved to a different location beneath the Barbican and will be constructed using a different method. Finsbury Circus worksite will be used as the main worksite for construction, removing the need for the Farringdon crossover worksite in Aldersgate Street.</p>	<p>Crossover deleted from Bill</p>
<p><b>Finsbury Circus Gardens</b></p> <p>The original scheme involved the use of the Finsbury Circus worksite for construction of the new Crossrail station at Liverpool Street, and as proposed, would have resulted in a loss of trees in the gardens.</p>	<p>The access point to the Finsbury Circus worksite has been amended (which requires an additional area of worksite) in order to reduce the impact on the trees.</p>	<p>Amendment included in Bill</p>

<p><b>Moorgate Station Sewer</b></p> <p>A sewer that runs through the middle of Moorgate station was to have been diverted southwards to connect into an existing sewer in Fore Street. These works would have required a worksite in Fore Street Avenue.</p>	<p>An alternative route for the diversion of the sewer was developed through the existing Moorgate worksite in order to avoid diversion of a major telecommunications duct route in Fore Street Avenue.</p>	<p>Amendment included in Bill</p>
<p><b>Mile End Park and Eleanor Street Shafts</b></p> <p>The Eleanor Street shaft is to be built in the eastern end of what is currently a gypsy and travellers' site (hereafter known as a travellers' site) in an area known as the Bow Triangle located to the south of Bow Road and bounded by the District line and mainline railway viaducts. The travellers' site was to be relocated offsite and would not have been reinstated following the construction phase.</p>	<p>The travellers' site has been reconfigured to enable its residents to stay within the Bow Triangle during construction and operation. Additional land area is required to accommodate the travellers; the laundry building and units 1-3 of Bow Triangle Business Centre will be demolished.</p>	<p>Amendment included in Bill</p>
<p><b>Hackney to Abbey Mills (HAM) and Wick Lane (WL) sewer diversions</b></p> <p>To facilitate the development of Pudding Mill Lane portal, a number of enabling works was proposed, including the diversion of the HAM and WL sewers. The sewer was to be diverted to the east towards Abbey Mills pumping station. This required a new pumping station.</p>	<p>An alternative gravity-fed route has been identified, running in a north-south direction to the west of the Blackwall Way Northern Approach Road. The revised route will avoid conflicts with large piled foundations which would cause problems for the proposed tunnelling of the new sewer.</p>	<p>Amendment included in Bill</p>
<p><b>Dog Kennel Bridge – Chequer Bridge</b></p> <p>A new bridge was to be constructed over Hollow Hill Lane to carry a new single relief line track, using piled abutments and plinths. This work would have required the diversion of three high pressure gas mains and two oil pipelines located in the vicinity of the eastern supports of the new bridge.</p>	<p>An amended construction method was developed which will extend Chequer Bridge on the north side of the railway as a concrete box structure, thereby avoiding the need for piled foundations and the diversion of the gas mains and oil pipelines. Hollow Hill Lane to the north of the railway will be realigned.</p>	<p>Amendment included in Bill</p>
<p><b>Custom House Station</b></p> <p>The Bill made provision for access for construction traffic along Western Gateway and Seagull Lane, private roads off Tidal Basin Road.</p>	<p>The section of Seagull Lane aligned north-south, over which the Bill provided access rights for construction, has been realigned to the north and west; consequently it is proposed to include the realigned Seagull Lane within the limits of land to be acquired or used for construction access.</p>	<p>Amendment included in Bill</p>
<p><b>Plumstead Portal</b></p> <p>An area of land to the south of Nathan Way was to be used as part of the worksite to construct the Plumstead portal and handle excavated material.</p>	<p>The worksite location has been moved to the east, to avoid limiting the use of a London Borough of Greenwich-backed proposed redevelopment site.</p>	<p>Amendment included in Bill</p>
<p><b>November 2006</b></p>		
<p><b>Westbourne Park Passage footbridge</b></p> <p>Revised layout of Westbourne Park reversing facility. The AP2 ES describes how the Westbourne Park Passage footbridge will be extended to the north to span over new sidings. A train reversing facility at Westbourne Park enabling Crossrail trains terminating at Paddington to turn around.</p>	<p>Following Select Committee recommendations, it is also proposed to construct a new ramp up from Westbourne Park Villas to the southern span of the footbridge. In order to achieve greater independence between the operational railway and the Crossrail construction works, the design of the reversing facility has been moved further to the north.</p>	<p>Amendment included in Bill</p>

<p><b>Paddington station</b></p> <p>Lowering of Eastbourne Terrace. A new Crossrail station at Paddington is proposed with two ticket halls under Eastbourne Terrace.</p>	<p>It is proposed to lower Eastbourne Terrace, to relocate the proposed western station entrance to the centre of the station box (opposite Clock Arch), and relocate the above ground structures closer to MacMillan House. As a result of lowering of Eastbourne Terrace, Chilworth Street will need to be regraded.</p>	<p>Amendment included in Bill</p>
<p><b>Bond Street station</b></p> <p>Congestion relief scheme at Bond Street LU station. Extension of limits at Hanover Square to include part of Highway. A new Crossrail station at Bond Street featuring two ticket halls and interchange with the Central and Jubilee LU lines. 18/19 Hanover Square, at the corner of Tenterden Street will be demolished in order to accommodate the main works at Bond Street station.</p>	<p>An additional LU station entrance and ticket hall is proposed on the site of 354– 358 Oxford Street, together with a series of underground passages, escalators and lifts to increase the capacity and reduce predicted congestion in the LU interchange concourse. The Amendment extends Crossrail limits further into the street to include the basements of the property at 18/19 Hanover Square.</p>	<p>Amendment included in Bill</p>
<p><b>Tottenham Court Road station</b></p> <p>Denmark Place. Revised Entrance to Centre Point.</p> <p>Newman Street. A new station at Tottenham Court Road is proposed. To construct the station, 148 Charing Cross Road will be demolished. During the construction period for Tottenham Court Road of approximately five years, it will not be possible to access the existing western entrance to the Centre Point building. Part of the car park off Newman Street will be used for site accommodation, lorry holding and storage to service the Dean Street worksite.</p>	<p>A revised construction methodology is proposed, requiring the additional demolition of 138 – 146 Charing Cross Road.</p> <p>The design of the existing eastern entrance to Centre Point is revised to enable its use as a main entrance during the five year period of construction. By extending the Newman Street worksite into the carriageway of Newman Street, an improved worksite layout can be achieved.</p>	<p>Amendment included in Bill</p>
<p><b>Farringdon station</b></p> <p>Relocation of Charterhouse Street (Fox and Knot Street) shaft. Extension of limits at Charterhouse Square to include part of highway. Extension of limits at Lindsey Street, Long Lane and Hayne Street to include part of highway. As part of a new Crossrail station at Farringdon, a permanent shaft will be situated in the footprint of land occupied by 38 and 40– 42 Charterhouse Street. These properties will be demolished. 36– 37 Charterhouse Square will be demolished in order to accommodate the main works at Farringdon station. 2 Lindsey Street, 20– 23 Long Lane and 9 Hayne Street will be demolished in order to accommodate the main works at Farringdon station.</p>	<p>The revised scheme comprises an identical shaft located further to the east, enabling the retention of 38 Charterhouse Street, 40– 42 Charterhouse Street will still require demolition. The Amendment extends Crossrail limits further into the street to include the basements of the property at 36 – 37 Charterhouse Square. The Amendment extends Crossrail limits further into the street to include the basements of the properties at 2 Lindsey Street, 20– 23 Long Lane and 9 Hayne Street.</p>	<p>Amendment included in Bill</p>
<p><b>Liverpool Street station</b></p> <p>Changes to works at Liverpool Street station. A new station at Liverpool Street with a ticket hall at Moorgate is proposed, and a separate shaft structure on Blomfield Street.</p>	<p>Following Select Committee recommendations, an additional Crossrail ticket hall, to be known as ('the Broadgate ticket hall'), will be provided beneath the frontage of 100 Liverpool Street and additional ticket gates will be provided in LU ticket hall B.</p>	<p>Amendment included in Bill</p>
<p><b>Whitechapel station</b></p> <p>Revised construction access arrangements at Durward Street shaft worksite. A new station at Whitechapel is proposed, constructed from three worksites, including the Durward Street shaft worksite. One access route to this</p>	<p>Access through the staff car park of Swanlea School will be restricted and an additional access will be provided from Trahorn Close.</p>	<p>Amendment included in Bill</p>

worksite is through the staff car park of Swanlea School.		
<b>Stepney Green shafts</b> Raising of vertical limits for westbound tunnels. The construction of the running tunnels, and a basement excavation from which two shaft structures will be sunk at Stepney Green to provide facilities for an emergency intervention point (EIP), escape and ventilation.	The Amendment raises the vertical limits for the westbound tunnels, allowing construction of the shaft structures and caverns for the tunnels to be undertaken within more suitable geological conditions.	Amendment included in Bill
<b>Isle of Dogs station</b> Revised Isle of Dogs station design and construction methodology. A new station at the Isle of Dogs will be constructed beneath and within North Dock, one of the West India Docks with surface connections north and south of the dock.	A revised station design with two ticket halls, giving improved links to the north and south sides of the dock. In addition, the construction methodology for the station has been revised to avoid extensive piling works within the dock that would have significantly affected neighbouring properties through construction noise.	Amendment included in Bill
<b>Pudding Mill Lane</b> Pudding Mill Lane worksites. Worksites at Bow Midland Yard east, Bow Midland Yard west and Pudding Mill Lane to support the construction of the portal.	Following the successful Olympic bid, Bow Midland Yard east worksite has been confirmed as being unavailable as a Crossrail worksite. A reconfigured worksite arrangement and an additional worksite area between Cook's Road and the River Lea is proposed.	Amendment included in Bill
<b>Maidenhead station</b> Alternative construction access to northern platform worksite at Maidenhead station. The construction of a new 70m long bay platform (platform 6) on the north side of Maidenhead station and a new track to accommodate Marlow branch line trains.	A revised access to construct the new platform is proposed to allow an adjacent proposed development to proceed.	Amendment included in Bill
<b>West Drayton station</b> Relocation of West Drayton stabling Sidings. The construction of a new Crossrail stabling facility on the site of the former West Drayton coal concentration depot, bounded to the south by the Great Western Main Line (GWML), and to the north by the Colnbrook branch line.	If Parliament rejects the Alternative Depot Strategy, the Amendment moves the proposed sidings and access road further north allowing the aggregate depot facility to remain on site with a modified layout, and proposes a reduced sewer diversion within the depot facility site.	Amendment <u>not</u> included in Bill – overtaken by Alternative Depot Strategy
<b>Stockley Flyover</b> Extension of limits at Stockley Close. A new flyover at Stockley is proposed to accommodate the eastbound Crossrail/Heathrow Express line.	Limits will be extended over Stockley Close which is required for access to the Stockley Close worksite, from which works to Stockley Flyover will be undertaken.	Amendment included in Bill
<b>Hanwell station</b> Revised Worksite and Access Route for Platform Extension Work. Platform extensions at Hanwell Station require three worksites to the north of the railway.	A revised worksite layout and access arrangements is proposed, reducing the land required and permitting greater use of the railway for bringing in materials.	Amendment included in Bill

<p><b>Old Oak Common Depot</b></p> <p>Alternative Depot Strategy. At Old Oak Common, the main Crossrail works will involve the provision of 14 new stabling sidings and a further siding incorporating train-washing plant within the site of Old Oak Common depot.</p>	<p>A proposed Crossrail depot building, ancillary buildings, and twenty-six sidings would be placed in Old Oak Common. This replaces the depot which has been proposed at Romford. Buildings currently located on the site of the proposed new sidings will need to be demolished. Trackwork leading up to the depot will be revised.</p>	<p>Amendment included in Bill</p>
<p><b>Canal Way (North Pole Depot)</b></p> <p>No works were proposed at North Pole Depot.</p>	<p>To make way for Crossrail, it is proposed that EWS Railway, who currently operate from Old Oak Common, are relocated to North Pole depot, currently used by Eurostar who are due to vacate the site in 2007.</p>	<p>Amendment included in Bill</p>
<p><b>Seven Kings station (Ilford Depot)</b></p> <p>No works were proposed at Ilford Depot.</p>	<p>Stabling is to be constructed at an existing depot site at Ilford. The two existing buildings in the Ilford Depot would be demolished, and replaced by eleven sidings, with OHLE, drainage, and signalling.</p>	<p>Amendment included in Bill</p>
<p><b>Goodmayes Station</b></p> <p>Refurbishment of Goodmayes Station to provide for PRM access. The main works in this route window comprise platform extensions at Goodmayes station and the construction of the Chadwell Heath freight loop.</p>	<p>Additional access to Goodmayes station for people with reduced mobility (PRM).</p>	<p>Amendment included in Bill</p>
<p><b>Romford Depot (west)</b></p> <p>Additional land for worksite and amended junction for temporary access road at Westland's playing fields, Romford. The construction of a rail underpass in order to reduce conflicting movements between trains on the Great Eastern Main Line (GEML) and those moving to and, from a new depot at Romford.</p>	<p>If Parliament rejects the Alternative Depot Strategy, then in order to reduce the impact of Depot works at Romford, the proportion of Westlands playing fields lost during construction will be reduced. The junction of the temporary access road with London Road will be realigned.</p>	<p>Amendment <u>not</u> included in Bill – overtaken by Alternative Depot Strategy</p>
<p><b>Gidea Park station</b></p> <p>Refurbishment of Gidea Park station to provide for PRM access. Platform extensions and some minor station refurbishment works at Gidea Park.</p>	<p>Additional PRM access to Goodmayes station. London</p>	<p>Amendment included in Bill</p>
<p><b>Gidea Park stabling</b></p> <p>Temporary access to works via 2a Cambridge Avenue. Crossrail stabling sidings at Gidea Park.</p>	<p>Following Select Committee recommendations, a revised temporary access to the Gidea Park Sidings works is proposed via 2a Cambridge Avenue.</p>	<p>Amendment included in Bill</p>
<p><b>Blackwall Way &amp; Limmo Peninsula shafts</b></p> <p>Excavated material handling and barge loading at Instone Wharf. The construction of the Limmo Peninsula shaft and a barge loading facility at the Limmo Peninsula site to transport excavated material.</p>	<p>The barge loading facility at Limmo Peninsula is constrained by tidal movements. A replacement facility is proposed at Instone Wharf with easier barge access and consequently improved handling capacity of excavated material from the Crossrail tunnels to barge.</p>	<p>Amendment included in Bill</p>
<p><b>Arsenal Way shaft</b></p> <p>Revised Shaft Location. A shaft at Arsenal Way to provide an emergency intervention</p>	<p>To enable one of the businesses affected by the works in the location to remain operational during construction it is now proposed to relocate Arsenal Way Shaft and worksite</p>	<p>Amendment <u>not</u> included in Bill – overtaken by Woolwich Station</p>

point (EIP) and ventilation facilities for the proposed underground railway.	further to the east.	
<b>Clacton</b> Alternative Depot Strategy — Commissioning and testing of Crossrail trains at Clacton. No works proposed.	The Alternative Depot Strategy (see route windows W3, W2, W1 and NE5 above) also includes a proposal to temporarily reopen Clacton depot to commission and test the new Crossrail rolling stock. To accommodate the longer Crossrail trains it is necessary to make some alterations to the maintenance shed at Clacton.	Amendment included in Bill
<b>West Ham reversing facility</b> Provision of Train Reversing Facility at West Ham. No works were proposed.	District line reversing facility at West Ham associated with undertaking plain lining works at Whitechapel station.	Amendment included in Bill
<b>May 2007</b>		
<b>Alignment alterations</b> The Thames Tunnel is located in between North Woolwich portal (Route Window SE4) and Plumstead portal (Route Window SE6).	There are horizontal and vertical changes to the alignment throughout Route Windows SE4, SE5 and SE6.	Amendment included in Bill
<b>Woolwich station</b> A shaft at Arsenal Way to provide an emergency intervention point (EIP), emergency intervention equipment and ventilation facilities for the Thames Tunnel. The location of the shaft was adjusted in AP3 ES.	A new Woolwich station, incorporating Arsenal Way shaft.	Amendment included in Bill
<b>New Plumstead shaft and realigned Plumstead portal</b> The southern portal for the Thames Tunnel, including an emergency intervention point is located at Plumstead goods yard. Works will be carried out to the North Kent Line to allow the Crossrail tracks to emerge in between the two North Kent Line tracks.	A stand-alone emergency intervention shaft is required at Plumstead goods yard. Plumstead Portal is realigned approximately 300 m further east. Works to the North Kent Line are still required.	Amendment included in Bill