



**Figure 1 – A 1930s historic map of the area of Heathrow**



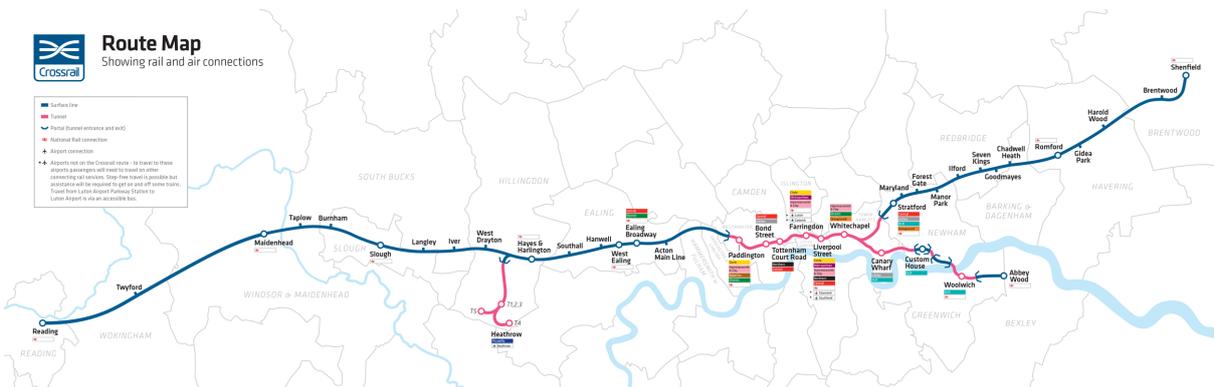
Scale unknown. © Wikipedia.

**Figure 2 – An OS Map Extract of Heathrow Airport**

See separate print out.

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**Figure 3 – Map of the Crossrail Route**



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## Figure 4 – Economic Sustainability in Numbers

- At least **£42 billion** estimated to be generated
- **55,000** jobs supported
- **96%** of work awarded to businesses in the UK
- **62%** of suppliers based outside London
- **62%** of Tier 1 suppliers are small and medium-sized enterprises
- **72%** of Tier 2 suppliers are small and medium sized enterprises
- **1.5 million** additional people to access central London within 45 minutes when the railway fully opens
- **4.4 million** square feet of high quality office, retail and residential space at 12 sites
- More than **1 million** square feet of improved public space across 40 sites
- Delivery of **90,599** new homes along the route are predicted by 2021 and 180,000 by 2026

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## Figure 5 – Environmental Sustainability in Numbers

- More than **3 million** tonnes of excavated spoil contributed to the creation of Jubilee Marsh as part of the Wallasea Island Wild Coast project
- Up to **72%** cement replacement is helping reduce carbon emissions
- Approximately **2.5 million** tonnes of CO2 reduction expected over the 120 year life of the railway
- Over **10,000** objects unearthed in one of the most extensive archaeological programmes ever undertaken in the UK

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**Figure 6 – Abridged Article from BBC News dated 16th June 2020**

## **Coronavirus: How realistic is Crossrail opening next year?**

**If there's one thing London's public transport needs right now, it's more capacity.**

Social distancing means only 13-20% of passengers can use the London Underground or buses.

So the bosses at Crossrail know how urgently it is needed. But unfortunately the pandemic has slowed progress, as work was paused in March due to the coronavirus pandemic.

Crossrail's chief executive Mark Wild and most of his team have been working remotely.

Mr Wild said: "Whilst we have done pretty well and people are now back at work, the pandemic has had an effect and we're still quantifying that.

"We understand, more than ever, London needs a line like the Elizabeth Line cutting across London.

"Big stations, big trains, easier to have social distancing on our stations."

Crossrail is a new railway that will run beneath London from Reading and Heathrow in the west through central tunnels across to Shenfield and Abbey Wood in the east.

Construction began in 2009 and it is Europe's biggest infrastructure project - it had been due to open in December 2018 although that was pushed back to 2021. It has been officially named the Elizabeth Line in honour of the Queen and will serve 41 stations.

An estimated 200 million passengers will use the new underground line annually, increasing central London rail capacity by 10% - the largest increase since World War Two. Crossrail says the new line will connect Paddington to Canary Wharf in 17 minutes.

The project was originally supposed to be finished in December 2018 but has suffered several setbacks. The cost of the project could reach £18.25bn, more than £2bn more than the original budget.

There is no doubt that many in the transport industry have doubts about the feasibility of mass transit. Not only are there concerns about funding but will these big infrastructure projects still be needed in the future? Particularly if behaviour has changed and we see more home-working for example, or people staying local.