

Humanities Scholarship Paper Resource Booklet

Map Key






Roads		Viaduct 		Triangulation pillar 	
Motorway 		Embankment 		Cutting 	
Elevated motorway 		Paths and access		Embankment 	
Dual carriageway 		Paths 		Landscape and landcover	
Primary route 		Footpath 		Coniferous wood 	
A road 		Ridgeway 		Non-coniferous wood 	
Minor road under 4m wide 		Road used as a public path 		Mixed wood 	
B road 		Byway (all traffic) 		Orchard 	
Other road or track 		Other route 		Park or ornamental gardens 	
Minor road over 4m wide 		National trail 		Landfill site or slag/spoil heap 	
Road under construction 		Cycle route (on road) 		Water features	
Unfenced road 		Cycle route (traffic free) 		Lake 	
Narrow road with passing places 		Cycle network (national) 		River 	
Gradient: steeper than 20% 		Cycle network (regional) 		Canal, lock and towpath 	
Gradient: 14% to 20% 		Danger area 		Dry canal 	
Road tunnel 		Buildings		Ford 	
Bridge 		Buildings 		Weir 	
Footbridge 		Public buildings (selected) 		Bridge 	
Service area 		Glasshouse 		Footbridge 	
Junction number 		Place of worship with tower 		Aqueduct 	
Ferries		Place of worship with spire 		Normal tidal limit 	
Ferry (vehicles) 		Place of worship without additions 		Marsh or salting 	
Ferry (passenger) 		Youth hostel 		Mudflats 	
Railways		Bus or coach station 		Sand foreshore 	
Track 		Structures		Dunes 	
Track under construction 		Lighthouse 		Shingle 	
Light rapid transit system, narrow gauge or tramway 		Lighthouse (disused) 		Cliffs 	
Tunnel 		Beacon 		Flat rocks 	
Cutting 		Windmill 		Slopes 	
Principal station 		Radio or TV mast 		High water mark 	
Station 		Wind generator 		Low water mark 	
Rapid transit station 		Wind turbine 		Rock Features	
Siding 		Electricity transmission line 		Cliff 	
Railway bridges 		Pipe line 		Outcrop 	
Railway footbridge 		Helipoint 		Scree 	
Level crossing 				Boundaries	
District		Park and ride (all year) 		National trail 	
National or forest park 		Park and ride (seasonal) 		County, unitary authority or metropolitan district 	
Height information		Public telephone 			
Contours with 10m vertical interval 		Emergency telephone 			
Spot height 		Recreation, leisure or sports centre 			
Heritage		World Heritage site 			
Site of monument 		Selected places of tourist interest 			

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



© Transport for London

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

© BBC News

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.