Paddington
Building on a Brunelian legacy

Design Team
Scott Wilson I Weston Williamson I Gillespies

Weston Williamson is an international architectural firm established in 1985. Projects include the Jubilee Line Station at London Bridge and the New England Biolabs building in Boston.

The original Paddington station was designed by Brunel as a self-contained, interior space. All developments prior to the Crossrail design had reinforced this ‘internalised’, distinct character. The new Crossrail station aims to move away from this internalised, distinct characteristic and reconnect the station with the surrounding area, using new public space to serve as the entrance to Crossrail as well as animating the space and extending the transport activity beyond the walls of the station.

The station design seeks to exploit the box construction and create a spacious interior offering greater clarity and making it easier for passengers to find their way around the station. Additional space will be provided for passengers through which they can connect to the new facilities. In addition, a more pedestrian-friendly environment will be created in the immediate vicinity, providing a stronger connection between the station and the surrounding area, thereby exploiting the full potential of the station buildings.

A new and covered public realm will be created on the south-west side of the station and a new pedestrian link and station entrance will feature on the canal-side. Crossrail also presents an opportunity to create a new pedestrian public realm to the south side of the station with Departures Road becoming a vibrant pedestrian environment exploiting the fine ground frontage of the Departures Road buildings.

Paddington key facts
- A new Crossrail station under Eastbourne Terrace and Departures Road
- Interchange to the Bakerloo and the District & Circle lines and mainline station
- A rebuild of the Hammersmith and City line station with step free access to platforms and the canal side
- Passengers will be able to travel to Liverpool Street in 10 minutes, Stratford in 20 minutes and Canary Wharf in 17 minutes.
Bond Street
Design meets technology

Design Team
WSP I John McAslan + Partners

JMP believes that the power of architecture extends much further than the dimensions of individual buildings and that it is about making life better for everyone. JMP’s projects include King’s Cross redevelopment, the Roundhouse and Swiss Cottage library.

The concept for Bond Street station is to create a design that aspires to be timeless and one that establishes a sense of order. Bond Street has two ticket hall sites using simplicity as a design philosophy that will greatly enhance the efficiency of the station as well as the user experience. The station will use the concept of a ‘colonnaded pavilion’ which enables internal spaces to be perceived from various parts of the station and which will provide framing for the movement of people while assisting passenger flows and intuitive way-finding.

The colonnade effortlessly deals with the ‘inside-outside threshold’ – habitually the most difficult and unsatisfactory part of station design. The route from the street to the lower concourse is clear, spacious, direct and aligned with the banks of escalators. At the intermediate concourse level, exposed structural beams and soffits will be a key feature. The finishes for the below ground public areas of the stations will be uniform in material and application to promote a single line wide identity.

A key feature of the ticket halls is the ‘technology walls’. A fully integrated approach for all fixtures and fittings has been adopted to provide an uncluttered approach for the ticket hall environment. Crossrail’s improvements to the urban realm have been designed to form part of wider improvements to Hanover Square and Davies Street.

**Bond Street key facts**
- New Tube entrance and ticket hall on Marylebone Lane
- Increased capacity and new escalators to reduce journey times
- Improved interchange between the Central and Jubilee lines and access to Crossrail within the station New Crossrail service.
- New Crossrail station entrances and ticket halls at Davies Street and Hanover Square
- Passengers will be able to travel to Heathrow in 29 minutes, Whitechapel in 9 minutes and Liverpool Street in 7 minutes.
Hawkins Brown is an award winning, well-renowned, Clerkenwell-based architectural practice, which prides itself on working across a number of projects. These include Park Hill in Sheffield, Corby Cube, Northamptonshire and the New Biochemistry building at the University of Oxford.

TCR station occupies a strategic location in central London between St Giles Circus and Dean Street providing access to important parts of the West End including Oxford Street, Tottenham Court Road, the British Museum, Covent Garden and Soho.

The Western Ticket Hall on Dean Street will act as a beacon within the narrow, gridded streets of Soho. This will be achieved by the considered location of glazed openings within the elevations along with an ambitious lighting strategy to contribute warm ‘glowing’ qualities to the space. A full-height void allows daylight into the lower concourse, offering a visual connection for passengers to the street above.

The North and South Plaza entrance structures to the Eastern Ticket Hall will help create a world-class public space at St Giles Circus at the foot of London’s iconic Centre Point tower. Stanton Williams and Gillespies design unlocks the potential of this key junction, offering a significantly improved experience for pedestrians and users of the new station whilst also stimulating the area’s regeneration.

The two ticket halls will each be given a separate identity via a subtle change in their interior finishes. The eastern entrance will be clad in white composite panels while the western entrance in Dean Street will be clad in black glass, stone and steel.

Tottenham Court Road key facts
- The new Crossrail station will have step-free access from the street to the ticket halls, platforms and interchanges
- There will be new eastern entrances Oxford Street and outside Centre Point and a western entrance from Dean Street
- Existing tube station rebuilt and modernised with a ticket hall six times the current size
- Pedestrianised plaza outside Centre Point
- Passengers will be able to reach Paddington in 5 minutes, Ealing Broadway in 15 minutes and Canary Wharf in 12 minutes.
Established in 2002, Aedas is an international, award-winning design practice with 38 offices across the world. Projects include the National September 11 Memorial and Museum at the World Trade Centre in New York, the Dubai Metro, and the new High Speed Rail Terminus in Hong Kong.

With the opening of Crossrail, Farringdon Station will be situated at the intersection of a new east-west and north-south railway axis, theoretically providing a continuous railway route across the capital from Inverness to Brighton and Penzance to Dover. It will also provide direct railway connections between three of London’s five airports (Heathrow, Gatwick and Luton), as well as an interchange with London Underground services at both Farringdon and Barbican Stations.

With the creation of such a key railway hub, coupled with some of the largest undeveloped sites in central London, it is believed that Farringdon will re-emerge as a destination in itself, with the station becoming ‘the catalyst for regeneration of the area’.

The design approach has sought to celebrate the industries and crafts that have defined Farringdon over the years, from the ironmongers of Aldersgate in the east, to the jewellers of Hatton Garden to the west, and this is expressed through the different use of metals and glass in each ticket hall giving them a distinctly different character.

The ticket hall interiors have also been designed to respond to the different times of the day. Through careful control of natural and artificial light and its interaction with colours, materials and finishes, travelling in the middle of the day or after nightfall will provide a different experience for passengers.

**Farringdon key facts**
- When Crossrail opens Farringdon will be at the heart of a new east-west and north-south axis, to become one of the most important transport hubs in central London
- Linked to four of London’s airports - Heathrow, Luton, City and Gatwick
- New integrated ticket hall with step free access to platforms
- Enhanced urban realm & new above-station developments
- Step-free access to Crossrail platforms
- Passengers will be able to travel to Stratford in 11 minutes, Heathrow in 33 minutes and Canary Wharf in 9 minutes.
Crossrail Shaping the future of London
Crossrail Station Factsheet

Liverpool Street
Timeless thinking

Design Team
Mott MacDonald I Wilkinson Eyre I Urban Initiatives

Wilkinson Eyre Architects is one of the UK’s leading architectural practices, with a portfolio of national and international award-winning projects including the Magna Project and Gateshead Millennium Bridge.

The design for the new station at Liverpool Street seeks to be elegant and contemporary yet timeless. The architecture will be expressive of the engineering challenges whilst also being sympathetic to the station’s historic City context and the emerging public realm around the station entrances.

An architectural approach has been adopted that gives a related identity to all key areas including the below ground circulation, ticket halls and public open space at both the east and west ends of the station. This has manifested itself in the architectural treatment of soffits, wall cladding and the entrances where a palette of predominantly self-finished, high quality materials is proposed.

The folded planes of the ticket hall and deep escalator box soffits, where the architectural form and finish is an integral part of the structural solution, creates a unified identity for the station interiors. Where possible, opportunities have been sought to maximise daylight in the below ground areas. This is exemplified by the openness of the station entrance at Moorgate and the fully glazed canopy above the entrance to the below ground ticket hall at Liverpool Street.

Liverpool Street key facts
• New station entrances and ticket halls at Moorgate – connecting Crossrail to National Rail, and to London Underground Northern, Circle, Metropolitan and Hammersmith & City Line services – and Liverpool Street.
• Enhanced urban realm, and new above-station developments.
• Step-free access to Crossrail platforms.
• Passengers will be able to travel to Canary Wharf in 6 minutes, Tottenham Court Road in 5 minutes and Paddington in 10 minutes.
Founded in 1961, BDP is the largest interdisciplinary practice of architects, designers, engineers and urbanists in Europe. Projects include Aintree Racecourse, Liverpool One and Glasgow Science Centre.

Crossrail offers an important catalyst for development in the Whitechapel area. The new station building will create an uplifting, open and inclusive environment. The architecture represents a response to the unique topographic and engineering challenges of the concourse route. These unique constraints have guided the design, in order to create a building which is ‘special’ for Whitechapel by virtue of its place.

The ‘Station Bridge’ concept proposes a new north-south passenger concourse above the East London Line. Access to the concourse will be via a single entrance within the existing remodelled Whitechapel High Street station entrance. The new concourse incorporates a linear sedum roof with roof lights which will flood the space with daylight. The scheme also provides a new pedestrian route bridging the railway and linking Whitechapel High Street to the communities to the north, improving north-south permeability for the wider community. The proposal provides step-free access to and between all services and Whitechapel Road entrance.

Shaft structures are to be located at either end of the Crossrail platforms, emerging at surface level at Durward St and Cambridge Heath Road. These will provide ventilation to the platforms as well as passenger escape and means of access for emergency services.

Whitechapel key facts

- The new station will provide a new ticket hall, and quick and step-free interchange between Crossrail, London Underground and London Overground.
- A new free public route will link the communities of Durward Street and Whitechapel Road.
- Passengers will be able to travel to Heathrow in 39 minutes, Paddington in 13 minutes and Canary Wharf in 3 minutes.
Crossrail Shaping the future of London
Crossrail Station Factsheet

Canary Wharf
A ship moored in the dock

Design Team
Canary Wharf Group I Arup I Foster + Partners I Adamsons Associates I Gillespies

Links with the local community and Canary Wharf’s past and future are integral to the design of the Canary Wharf Crossrail Station. It will assist social, economic and environmental regeneration, partly through ‘physical’ bridges across the water of North Dock, where the Station is located. It provides much improved pedestrian and vehicle access to and from Canary Wharf for people living and working in Poplar, immediately to the north of the Canary Wharf Estate.

The station design incorporates two parts - the station box sitting below a proposed oversite development. The oversite development includes plans for 100,000 square feet of retail space, a roof-top park and community facility, semi-covered by an elegant timber lattice roof. The proposed roof will be made of translucent materials, enabling the local community to see, and encouraging them to visit, the new green space, shops, restaurants and facilities within.

The combined station and oversite development has been likened to a ‘ship moored in the dock’, reflecting Canary Wharf’s past as the centre for global maritime commerce and its future, closely integrated with the local community and the rest of London.

Canary Wharf key facts
• A brand new 256 metre long station constructed within Canary Wharf’s North Dock.
• This station will considerably increase commuter capacity to and from the area to support its continuing growth and development over the coming years.
• The station will support a pedestrian link between Poplar and the Canary Wharf Estate
• Passengers will be able to travel to Heathrow in 43 minutes, Bond Street in 15 minutes and Maidenhead in 54 minutes.
Custom House
A Gateway to London

Design Team
Arup Atkins I Allies & Morrison

Allies and Morrison is an architecture and urban planning practice based in London. The practice was named Architect of the Year in the 2007 Building Design Awards and has won 30 RIBA Awards. Projects include Highbury Square, Bankside 123, and Paradise Street, the centrepiece of Liverpool One.

Custom House is the only central station that will fully represent Crossrail’s identity at surface level. It will welcome regional and international visitors to London’s largest conference centre, ExCeL and create a transport interchange with the Docklands Light Railway and local buses.

The station architecture for Custom House is straightforward and robust. A concrete frame forming a colonnade defines the strong east-west orientation of the space. Functional elements of the station are arranged within this, including the concourse-level customer assistance and staff accommodation areas, as well as the stairs and lift down on to the platform. To the north, a lightweight canopy shelters this and the concourse. Illuminated at night, its gives a visual identity to the station and, in combination with other components including a glazed brick battered boundary wall, provides a strong facade to the neighbourhood.

The high quality precast concrete of the structural frame is the dominant material of the station. The structural grid is set at an angle to the railway tracks in response to the orientation and fine grain of the neighbourhood’s urban fabric. The soffit of the concourse floor slab is articulated in a series of petal-shaped panels, uplit to afford a feature ceiling to the western end of the platform. Structural glass canopies line the southern edge of the colonnade on the westbound platform. Where this extends east beyond the concourse, free-standing platform shelters provide sculptural elements in the open space.

Custom House key facts
• The new station will provide a new ticket hall, interchange with DLR and step-free access between the street and Crossrail platforms.
• A better link will be provided between the ExCeL Centre and leisure facilities to the south, and residential area to the north.
• Passengers will be able to reach Liverpool Street in 11 minutes, Bond Street in 19 minutes, and Heathrow in 48 minutes.
Component Design
Line-wide identity

Design Team
Atkins I Grimshaw I GIA Equation

Grimshaw, Atkins and GIA Equation form the multi-disciplinary C100 consortium for the Crossrail project. Taking passenger experience as the key driver, the consortium is designing the architectural components that will be used throughout the platform and tunnel environments to create an integrated line-wide identity.

Working with the individual design teams for each station, the C100 team are preparing ten component packages, including wall and floor finishes, lifts, escalators, lighting and signage suitable for use in all the new stations, plus any future developments. This systematic approach creates a unified passenger experience, maximises value and efficiency yet allows each station to respond to its context with an individual identity at ground level.

The scheme will use hard-wearing self-finished materials including concrete, glass, aluminium and steel. The tunnel lining will be glass-reinforced concrete panels which will provide a robust, attractive finish capable of being curved in three dimensions, allowing all corners to be smooth flowing shapes. This unique cladding form will assist intuitive wayfinding and provide a distinctive Crossrail identity.