

Proposed Crossrail 2 service patterns

Crossrail 2 is a proposed new railway which would run underground through central London, in a new tunnel between Wimbledon in the southwest, and Tottenham Hale and New Southgate in the north. Crossrail 2 services would also run on the existing National Rail network outside of the tunnelled section, serving outer London, Surrey and Hertfordshire.

During a typical weekday peak period, Crossrail 2 would provide up to 30 trains per hour in each direction through the tunnel underneath central London. It would also provide new through-services and interchange opportunities at major rail termini such as Euston, St Pancras and Victoria, connecting passengers directly with National Rail, High Speed 2 and Thameslink services, meaning passengers will be one change away from hundreds of destinations nationwide. Crossrail 2 would also connect directly with Crossrail 1 at Tottenham Court Road.

Crossrail 2 north of Dalston Junction:

Trains would serve two branches north of Dalston Junction. The first would be on a new tunnelled link via Seven Sisters to New Southgate, the second on the existing West Anglia Main Line tracks north of Tottenham Hale to Broxbourne. The stations on these branches could benefit from up to 12 Crossrail 2 trains per hour in each direction.

Crossrail 2 would require the addition of more tracks north of Tottenham Hale to create extra capacity for the new services to run. This would allow for a National Rail service of four trains per hour between all stations south of Cheshunt to Stratford as well as an increase in the number of faster longer-distance services between places such as Cambridge, Stansted and Liverpool Street.



















Crossrail 2 south west of Wimbledon:

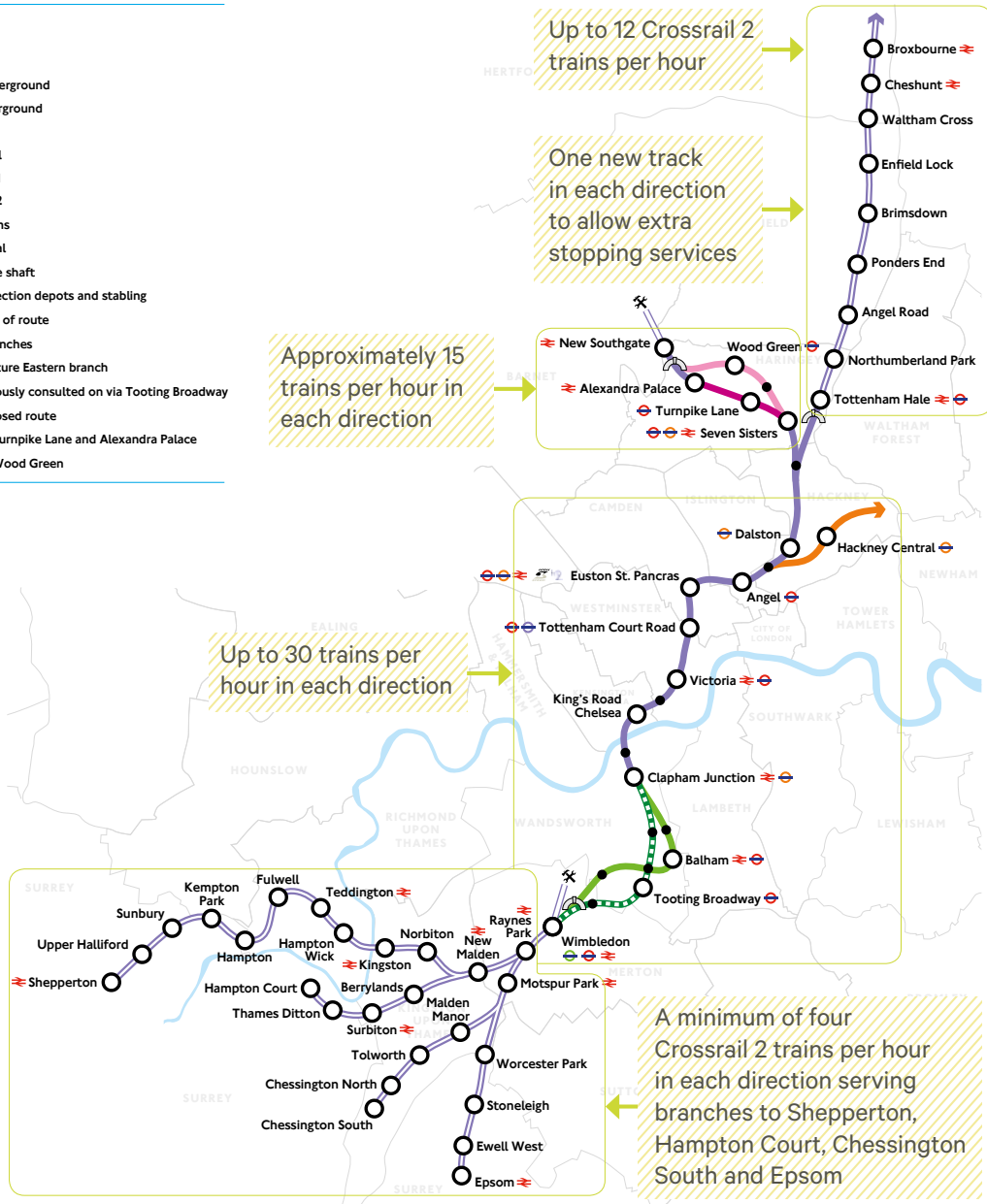
With 30 trains per hour through the tunnelled section, some Crossrail 2 services would terminate at Wimbledon before returning north. Up to 20 Crossrail 2 trains per hour will continue beyond Wimbledon to serve the four existing National Rail lines to Shepperton, Hampton Court, Chessington South and Epsom, with a minimum of four Crossrail 2 trains per hour on each line at all times of operation.

All four lines would see an increase in frequency of trains to central London. Part of the next stage of work is to identify how best to rebalance service provision to Waterloo, and where to provide simple interchange capability between Crossrail 2 and Waterloo services.

Crossrail 2 would connect to the National Rail network south west of Wimbledon, requiring the addition of new tracks on the South West Main Line to New Malden. This extra capacity for Crossrail 2 and suburban services would free space on the existing track, which could be reallocated to longer-distance services on the South West mainline. These improvements would lead to additional peak services between London and locations further afield such as Southampton, Basingstoke, Salisbury, Guildford and Portsmouth.

Key

-  Stations
-  London Underground
-  London Overground
-  Crossrail 1
-  National Rail
-  High Speed 1
-  High Speed 2
-  London Trams
-  Tunnel portal
-  Intermediate shaft
-  Tunnelled section depots and stabling
-  Central core of route
-  Regional branches
-  Potential future Eastern branch
-  Route previously consulted on via Tooting Broadway
-  Newly proposed route
-  Option via Turnpike Lane and Alexandra Palace
-  Option via Wood Green



To find out more

Visit www.crossrail2.co.uk where you can view and download a range of factsheets, maps and other information about the scheme.

Come along to one of our drop-in events where you will have an opportunity to view our proposals and speak to members of the Crossrail 2 team. Please visit www.crossrail2.co.uk for details about events in your area.

Please contact us to request a copy of this leaflet and other Crossrail 2 consultation material in hard copy, large print, audio or another language.

Have your say

This consultation gives you the opportunity to comment on proposals for Crossrail 2. Visit www.crossrail2.co.uk to leave a comment or provide a response to the consultation questions. The consultation will close on Friday 8 January 2016.

Development is still at an early stage. There will be more opportunity to provide feedback on Crossrail 2 as the scheme develops.

Contact us

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