What is Crossrail 2?

Crossrail 2 is a proposed new railway serving London and the wider South East. It would connect the National Rail networks in Surrey and Hertfordshire via new tunnels and stations between Wimbledon, Tottenham Hale and New Southgate linking in with London Underground, Crossrail 1, National Rail, High Speed 1, High Speed 2, London Trams and international services. Crossrail 2 is being taken forward for development by Transport for London in partnership with Network Rail.

How will we seek permission to build Crossrail 2?

We are in the very early stages of designing Crossrail 2 and do not have permission to build it yet. We expect to seek permission to build and operate the railway in 2019 through a piece of legislation known as a hybrid bill. This factsheet provides more information about that process.
What is a hybrid bill?

A hybrid bill is a set of proposals for introducing new laws, or changing existing ones. They are generally used when Government wishes to secure powers to construct and operate major infrastructure projects of national importance. Essentially they give planning permission for projects which are too big and complicated for the usual planning authorities to consider.

Hybrid bills combine features of public bills (legislation that affects everyone) and private bills (legislation that affects specific individuals/organisations in a particular way). Before a hybrid bill can be passed, the principle of the proposal must be approved by Parliament and the details looked at carefully by a Select Committee of MPs.

What does a hybrid bill provide?

Once passed, the hybrid bill would grant Government planning permission to build Crossrail 2 and the powers to:

- Operate and maintain Crossrail 2 and its associated works
- Compulsorily acquire interests in the land required
- Affect or change rights of way, including closing or diverting highways and waterways (permanently or temporarily)
- Modify infrastructure belonging to other organisations (like utility companies)
- Carry out work on listed buildings
- Carry out protective works to buildings and third-party infrastructure

Recent examples of hybrid bills include the bill for phase one of High Speed 2 currently being considered in Parliament; the bill for the Channel Tunnel Rail Link (enacted as the Channel Tunnel Rail Link Act 1996), and now built and operated as High Speed One); and the bill for Crossrail 1 (enacted as the Crossrail Act 2008).
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What is included in a hybrid bill?
In order to get the legal powers to build and operate the new railway, a Crossrail 2 hybrid bill will be deposited in Parliament. The Crossrail 2 Bill will be accompanied by a range of supporting documents including:

- An Environmental Statement describing the scheme, its likely significant environmental effects and the measures being taken as part of the scheme to mitigate them
- Plans and sections, which are drawings of the routes showing the main works that would be undertaken and the land affected
- A Book of Reference containing the names of the owners, lessees and occupiers of all the land and property which may be acquired or temporarily used
- A Housing Statement, setting out the number of houses and residents that would be affected by the compulsory acquisition of the land in the bill
- An estimate of the expense of acquiring the necessary land and building the railway
- A range of Information Papers, explaining particular aspects of the proposals in more detail

What happens to a hybrid bill next?
Before a bill is approved and becomes law, it goes through a process in Parliament. In Parliament there would be several formal proceedings on the Crossrail 2 Bill before it is passed as legislation. The earliest Crossrail 2 could secure powers (through the bill becoming law) to start construction is 2022.

Following the deposit of the bill and supporting documents and its formal First Reading, the public would have an opportunity to comment on the Environmental Statement. After this, the principles of the bill are debated in Parliament at the Second Reading. Public comments on the Environmental Statement would also be debated by MPs. If MPs approve the principle of the bill, a Select Committee would then be set up and a petitioning period fixed. This would allow people to petition against aspects of the bill which specifically and directly affect them and to have their views considered by the Select Committee. The Select Committee would then write a report with recommendations, and may make amendments to the bill.

A hybrid bill provides power to build and operate the new railway

Anticipated project timeline

- **Summer 2016**: Response to issues raised (document released)
- **Autumn 2016**: Further design and development work
- **2017**: Further design and development work
- **2018**: Further design and development work
- **2019-2020s**: Construction of Crossrail 2
- **Early 2020s**: Opening of Crossrail 2
- **Early 2030s**: Opening of Crossrail 3

For further information please visit the hybrid bill section of the UK Parliament website.
Proposed Crossrail 2 route as of October 2015

**Key**

- Stations
- London Underground
- London Overground
- Crossrail I
- 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

Subject to finalisation
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.

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.

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