



Crossrail 2 factsheet: New Southgate station

Crossrail 2 is a proposed new railway line serving London and the South East, linking Surrey to Hertfordshire via Central London destinations. A new Crossrail 2 station is proposed at New Southgate.

The station would be at the end of the New Southgate branch with train infrastructure maintenance depot and stabling located on Oakleigh Road and a tunnel portal to the south of the station. The earliest the scheme could be open by is 2030.

Why do we need a Crossrail station here?

New Southgate station currently experiences high levels of crowding during peak hours. A Crossrail 2 station would interchange with National Rail (Great Northern) services and provide a new high-frequency, high capacity route into central London and the West End.

What are the benefits of Crossrail 2?

Crossrail 2 will add capacity to existing rail services and support economic regeneration by providing the infrastructure needed to build new homes and create more jobs across London and beyond.

A Crossrail 2 station in this area would:

- Improve your journey with 10-15 Crossrail 2 trains per hour
- Significantly improve passenger facilities at New Southgate
- Reduce crowding on existing National Rail services
- Provide a new interchange prior to central London to National Rail services on the East Coast Main Line

- Provide step-free access from the street and National Rail platforms to Crossrail 2 platforms
- Add station capacity allowing up to 2,000 more passengers to use the station in the peak hours
- Enable more people to get to New Southgate within a 45 minute journey time to support further growth of the New Southgate area
- Provide people in the New Southgate area with access to more jobs within a 45 minute journey time
- Unlock potential for significant regeneration and redevelopment of the surrounding New Southgate area
- Reduce the time taken to travel between New Southgate and Clapham Junction by approximately 15–20 minutes
- Increase the likelihood of obtaining a seat on services towards central London during the morning peak

All figures are based on current working assumptions and are subject to change.

The proposal

Proposals for the scheme are still at the early stages of design. Feedback from this and future consultations, together with further design and engineering work, will refine the proposals, ahead of seeking permission to build the new railway.

A new Crossrail 2 station at New Southgate would be at surface and co-located with the existing National Rail Station and could include:

- 2 x 250 metre long platforms, which would be at the same level as the existing National Rail platforms
- A dedicated station entrance and ticket hall onto Station Road, to the south of the existing entrance
- A potential second entrance onto Regal Drive
- Permanent realignment of Station Road to allow for Crossrail 2 platforms to be constructed

To construct a Crossrail 2 station at New Southgate we would require five worksites.

Site A – Includes a length of Station Road and land to the east to enable realignment of Station Road. This realignment is required to provide space for the new Crossrail 2 platforms and track within sites D and B. The corner of Millennium Green within this site boundary would be for temporary use only.

Site B – Would be used for construction of the Crossrail 2 station entrance, platforms and ticket hall.

Site C – Would be used for site accommodation, welfare facilities and materials storage.

Site D – Would be used for construction of the new Crossrail 2 platforms and interchange bridge.

Site E – Would be used to enable construction of a new interchange bridge to provide a connection between the existing National Rail and Crossrail 2 platforms.

To the south of New Southgate we would build a portal, where trains would enter and leave the Crossrail 2 tunnelled section (Pinkham Way, **Site F**).

To the north we would build a facility for parking or ‘stabling’ Crossrail 2 trains, which would also provide a depot for maintaining the Crossrail 2 track, tunnels and stations (Oakleigh Road, **Site H**). Both of these sites would be used to build and equip the Crossrail 2 tunnels. A site could also be needed to realign the Friern Barnet Road bridge (Site G).

Minimising impacts

Drawing on Crossrail 1’s experience of building stations, the proposed Crossrail 2 works at New Southgate are estimated to take 8-10 years to complete. Activity on site would fluctuate during this period. As we are at a very early stage of design, we have not developed a construction schedule detailing the duration each site would be required. However, not all sites would be required for the entire construction period and staging of the construction works would be an important factor to minimise disruption.

All our contractors would have to adhere to a Code of Construction Practice which would be developed with local authorities. This would set out requirements for considerate construction practices that use the latest techniques to reduce noise and disruption both for surface and underground works.

As part of our Environmental Statement, a full evaluation of the potential impacts of construction and operation of the scheme would be documented along with proposed methods to minimise impacts where required. These proposals would then form commitments as part of the application for planning consent.

Oakleigh Road and Friern Barnet Road – proposed sites for stabling, depot, tunnelling works and bridge realignment (Site G and H)

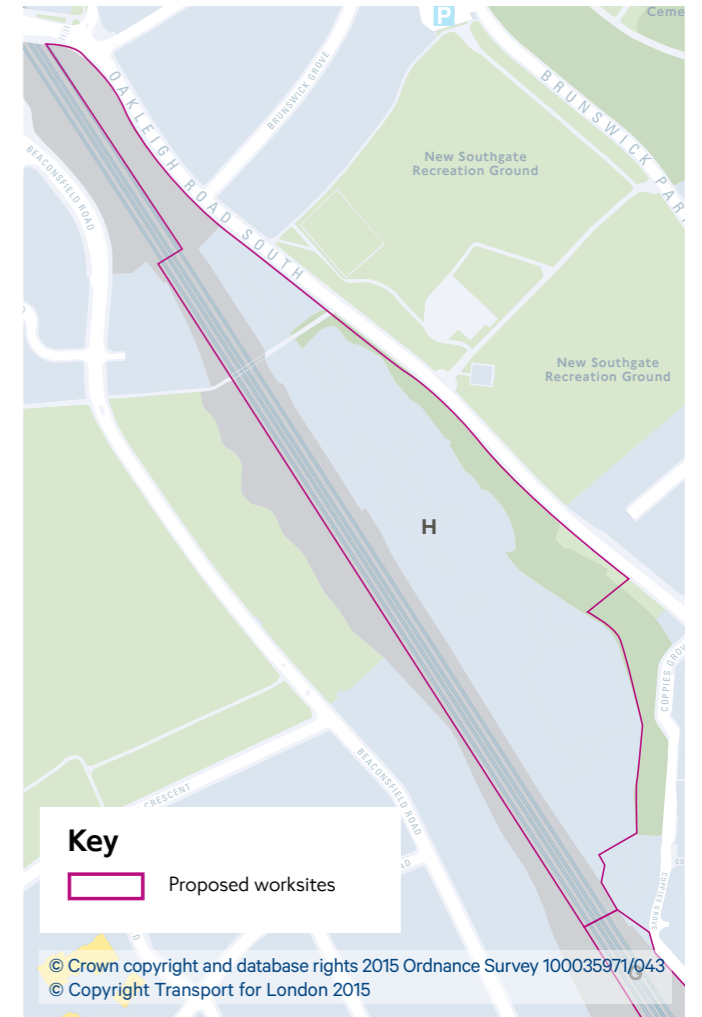
Crossrail 2 would need a large site at the north end of its tunnelled section. This site would provide:

- Parking or stabling of trains, with facilities for train washing, cleaning and light maintenance activities
- A depot for maintaining Crossrail 2’s track, tunnels and stations
- Support for Crossrail 2 tunnelling works

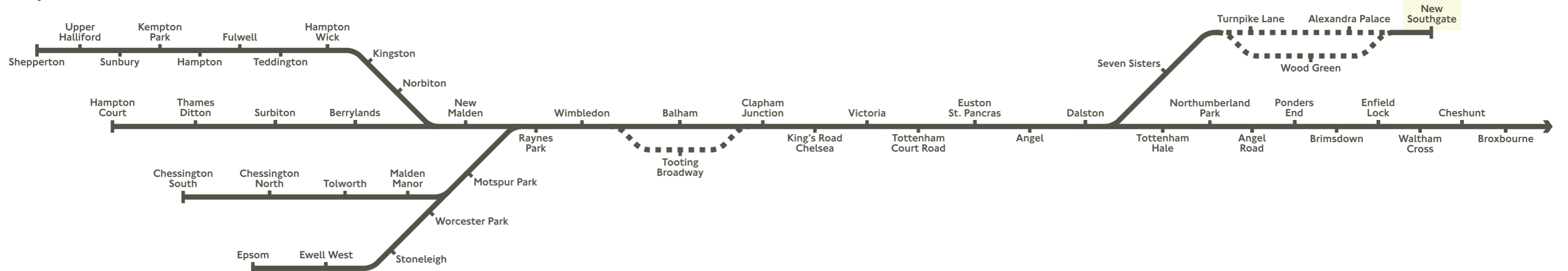
Our preferred site would be within the area bounded by Oakleigh Road South, Coppies Grove and the railway tracks of the East Coast Main Line (Oakleigh Road, **Site H**).

This site has been selected because it is close to the Crossrail 2 north-western terminus at New Southgate and can provide access to the East Coast Main Line.

To allow the Crossrail 2 tracks to connect this site with the station at New Southgate, it is possible that the Friern Barnet Road bridge could require realignment (Friern Barnet Road, **Site G**).



Proposed Crossrail 2 stations





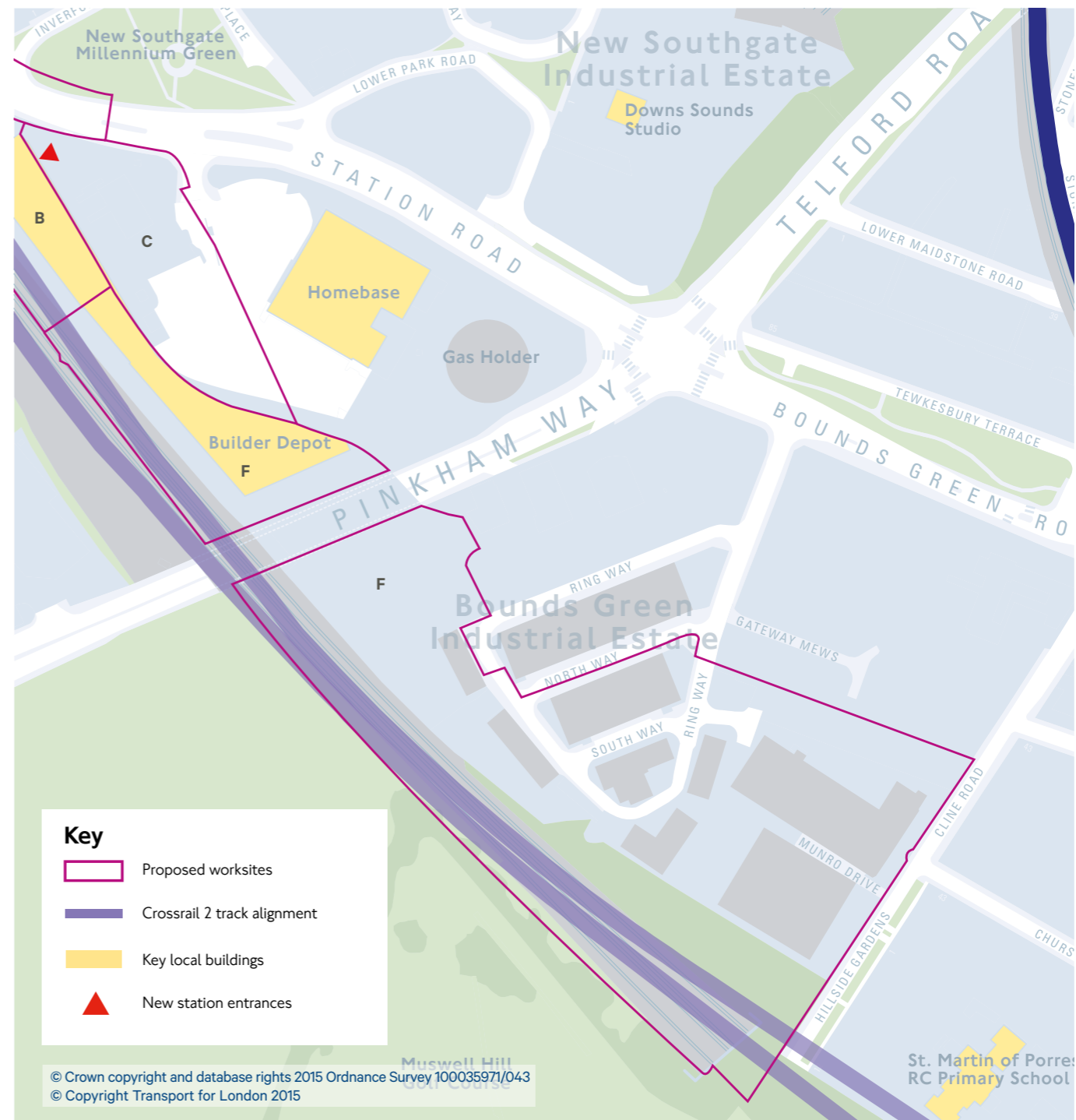
Pinkham Way – proposed site for portal and tunnelling works (Site F)

A portal would connect the Crossrail 2 surface railway to the underground Crossrail 2 tunnels. The tunnel portal would serve two functions:

1. During construction, to provide an appropriate site to launch Tunnel Boring Machines (TBMs) that would construct the Crossrail 2 tunnels
2. Once construction is completed and the trains are in service, the portal provides an entrance/exit for the Crossrail 2 trains between the surface railway and the two new Crossrail 2 tunnels through the centre of London.

A new Crossrail 2 portal at New Southgate would include the following:

- A retained cutting approximately 300 metres long where the surface railway gradually descends to the portal
- The tunnel portal, which is the point where the surface railway enters the tunnel and TBMs begin
- A worksite spanning under Pinkham Way.



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.

Contact us

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- Post: Freepost Crossrail 2 Consultations
- Website: www.crossrail2.co.uk

*Service and network charges may apply. See tfl.gov.uk/terms for details

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.

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