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 Wimbledon. The earliest the scheme could open by is 2030.

A Crossrail 2 station at Wimbledon would bring major benefits to the area: improved journey times, a reduction in crowding, and a long-term economic boost. Our plans would involve a large amount of construction work in Wimbledon. However, we are confident that we could do it in a way that minimises disruption – with a result that is well worth any temporary inconvenience.

Q. Why do you need to take the Centre Court Shopping Centre?

A. Various station options have been considered for Crossrail 2 at Wimbledon and we believe we have identified the best solution, both in terms of construction and for the future operation of Crossrail 2.

There are a number of constraints that mean building a large enough station to meet future demands is extremely challenging. Unlike other Crossrail 2 stations in the core section, the station at Wimbledon is not a deep, below-ground station. The station works and supporting track infrastructure would all be constructed at a shallower level. A deep station option at Wimbledon would involve additional tunneling and would cost up to £2bn more.

So a Crossrail 2 station at Wimbledon would need to be built alongside the existing rail station. If this station were to be located along the north side of the existing station, that would mean having to demolish a large number of homes, as well as creating huge operational challenges. We believe the better option is to build along the south side of the station so that impact on existing residential properties is reduced.

Doing this will not necessarily mean that we will need to demolish all of Centre Court. Our initial assessments suggest that we may be able to retain around half of Centre Court and options are being considered to reinstate the rest of the site before the station opens in 2030.

Q. What other impacts will construction of the Crossrail 2 station have?

A. To create work sites for the new station, we would also need to demolish Wimbledon Bridge House and its car park – though this site will be brought back into use once construction is completed. Among other things, there will be a new surface-level tram stop here.

North of the station we would need to construct a new access bridge to support the construction works. While we would only need it temporarily, we aim to keep the bridge on a permanent basis to help ease traffic in the town centre once Crossrail 2 is running.

Just outside the centre, we would need to use two industrial areas (Dundonald Road and Gap Road) which would also be brought back into use post-construction and could provide further opportunities for expanding the town centre. A site at Weir Road would also be required for construction of a train stabling yard, depot, ventilation shaft and to support tunneling works.

Q. How will you build all this without Wimbledon just grinding to a halt?

A. We would not do all this work at once – we would phase construction in Wimbledon town centre to keep disruption to a minimum. It is also important that existing rail services are kept operational throughout construction. There are many ways in which construction could be phased: we are doing further work to work out the best solution. An example of how construction could be phased is illustrated overleaf.
Phase 1: approximately 1 year. In this first phase we would concentrate on building a new bridge across the railway north of the station. This bridge is required for our construction traffic, but would be retained after completion of works for regular traffic and/or pedestrian access.

Phase 2: approximately 3 years. We would then prepare the work sites to the south of the station, requiring the removal of various commercial properties including Wimbledon Bridge House, as well as some residential property. We are striving to minimise impacts to residential property, and stress that plans are at an early stage. This phase would involve the relocation of London Tram services to street level.
Phase 3: approximately 3-4 years. Work could then start on the Centre Court site. It is anticipated that some of the shopping centre may be retained during construction. It is likely that around 60 per cent of the shopping centre would be unavailable for a period of up to four years. During this time, the Crossrail 2 station would be constructed.

Phase 4: approximately 3 years. A development could then be provided above the Crossrail 2 station. The station would also be fitted out and completed in this stage.

Further work is necessary on this – we have not developed a final solution for construction phasing yet, and there are many possible ways to phase the construction. An optimal solution would be developed in close coordination with landowners and the local authority. For further information about construction of Crossrail 2, please refer to Factsheet G3: Crossrail 2 – our approach to minimising construction impacts.
Q. What will Crossrail 2 mean for Wimbledon town centre once it’s finished?

A. All the work would be worth the wait. Wimbledon will benefit from new transport connections, with up to 30 Crossrail 2 trains an hour into central London and beyond, for example cutting the journey time to Tottenham Court Road by up to 20 minutes. Many more seats will be available on services into central London.

Wimbledon station would have a larger entrance and a brand new interchange footbridge, cutting crowding. There would also be step-free access to the Crossrail 2 platforms. With a new station entrance proposed to the north, and a major new concourse, Crossrail 2 also offers a once-in-a-generation opportunity to improve Wimbledon town centre.

In 2014 the London Borough of Merton held a Wimbledon town centre Competition to envisage what the centre could look like after the opening of Crossrail 2 in 2030. There were 29 shortlisted entries which identified a number of exciting opportunities to re-invent Wimbledon town centre. These ideas (see www.futurewimbledon.co.uk) will help the borough develop a long-term masterplan in 2016 and we would ensure that the final Crossrail 2 designs are an integral part of any future vision.

Q. What happens next?

A. Plans for Crossrail 2 are at an early stage and no final decisions have yet been made. No construction would begin before we have secured the necessary funding and planning consents, which would be 2020 at the earliest.

Until that point and beyond, we will continue to engage with the London Borough of Merton, local business interests, LoveWimbledon BID and with the local community in developing our plans. We are committed to phasing our construction work so as to minimise disruption, and to ensure that Crossrail 2 is integral to the long-term success of Wimbledon town centre. There will be future consultations and further opportunities to comment on the emerging design of the station and town centre.