What is Crossrail 2?

Crossrail 2 is a proposed new railway serving London and the wider South East that could be open by 2030. It would connect the existing National Rail networks in Surrey and Hertfordshire with trains running through a new tunnel from Wimbledon to Tottenham Hale and New Southgate. Crossrail 2 will connect directly with National Rail, London Underground, London Overground, Crossrail 1, High Speed 1 international and domestic and High Speed 2 services, meaning passengers will be one change away from over 800 destinations nationwide.

Why do we need Crossrail 2?

The South West Main Line is one of the busiest and most congested routes in the country. It already faces capacity constraints and demand for National Rail services into Waterloo is forecast to increase by at least 40% by 2043. This means the severe crowding on the network will nearly double, and would likely lead to passengers being unable to board trains at some stations.

Crossrail 2 provides a solution. It would free up space on the railway helping to reduce congestion, and would enable us to run more local services to central London that bypass the most congested stations. Transport improvements already underway will help offset the pressure in the short term. But we need Crossrail 2 to cope with longer term growth.

Crossrail 2 factsheet: Services at New Malden, Motspur Park and Raynes Park

New Crossrail 2 services are proposed to serve New Malden, Motspur Park and Raynes Park stations.

New Malden and Motspur Park could each benefit from at least 8 Crossrail 2 trains per hour in each direction, travelling directly to, and across, central London.

Raynes Park will become a major interchange station between Crossrail 2 and Waterloo suburban services, with up to 20 Crossrail 2 trains per hour into, and across, central London.

<table>
<thead>
<tr>
<th>Station</th>
<th>2015: Current trains to Waterloo</th>
<th>2030: Future total trains to central London</th>
<th>Of which will be Crossrail 2 services</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Malden</td>
<td>10</td>
<td>16</td>
<td>10-12</td>
</tr>
<tr>
<td>Motspur Park</td>
<td>6</td>
<td>10-12</td>
<td>8-10</td>
</tr>
<tr>
<td>Raynes Park</td>
<td>16</td>
<td>28</td>
<td>20</td>
</tr>
</tbody>
</table>

Crossrail 2 in this area
Consultation on the regional branches

In 2013 two route options for Crossrail 2 were consulted on: the metro and regional options. Nearly 14,000 responses were received and more than 80 percent of these supported the regional option.

Since then, we have done further work to develop proposals for the regional sections of the Crossrail 2 route with the aim of providing additional rail capacity in a south west and north east corridor through London. Further information about previous rounds of consultation can be found at www.crossrail2.co.uk

Crossrail 2 is still in the early planning stage for the regional branches of the scheme, but we would like to gather feedback from the public on our emerging proposals.

Proposals for Crossrail 2 in this area

Crossrail 2 trains would run south west of Wimbledon serving branch lines via Motspur Park to Epsom or Chessington South, and via New Malden to Hampton Court or Shepperton.

Motspur Park would benefit from at least 8 trains per hour, in each direction, and New Malden from up to 12 trains per hour, in each direction, providing new services to, and directly across, central London.

The delivery of Crossrail 2 will be accompanied by station improvement work at a number of locations, including platform work and the installation of new lifts or ramps where there is currently no step-free access.

In order to create the extra capacity needed to run new Crossrail 2 services on the existing railway network south west of Wimbledon, we will need to install some new track between Wimbledon and New Malden.

Raynes Park and New Malden stations will also require work to accommodate the new infrastructure, improve passenger circulation and help speed up interchanges between services. This could include installing additional platforms and lengthening existing platforms, as well as changes to signalling and other station improvements.

The plans are still in a very early stage of development and we will carry out further consultation with the local community about the scheme as it develops.

What are the benefits of Crossrail 2?

Crossrail 2 in your area would:

- Improve local journey opportunities with the provision of new Crossrail 2 services operating directly to, and across central London.
- Increase the frequency of services from local stations into central London.
- Provide new, direct and convenient connections with existing underground, National Rail and new Crossrail 1 and Thameslink services.
- Free up capacity on the South West Main Line, helping to reduce congestion and crowding on services.
- Improve accessibility with the provision of step-free access between the street and platforms at all Crossrail 2 stations on the route.
- Create local jobs during construction, including apprenticeships and training opportunities.

London is larger than it has been at any point in history, and by 2030, the Capital is projected to be home to more than 10 million people – 20% larger than today.

Proposed future services to London

The new Crossrail 2 services are proposed to replace some existing suburban trains that currently travel into Waterloo station. This will help to address the significant capacity constraints currently affecting the South West Main Line.

However overall, New Malden, Motspur Park and Raynes Park will all benefit from an increased frequency of trains into, and across, central London with the provision of new Crossrail 2 services.

New interchanges with London Underground, Crossrail 1 and National Rail would also be available across central London.

Consultation on the regional branches

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Crossrail 2 is still in the early planning stage for the regional branches of the scheme, but we would like to gather feedback from the public on our emerging proposals.
40% Increase in demand, is forecast on the South West Main Line, for National Rail services into Waterloo between now and 2043.
Local level crossings

The proposed increase to train services mean it is likely that a small number of existing level crossings in the area would need to be removed to increase safety and improve local road connectivity. This could include both the level crossings on West Barnes Lane near Motspur Park station, and Elm Road near New Malden.

Network Rail will work closely with local communities and the local authority to find an appropriate resolution for each crossing. This could mean access across the railway is provided by a bridge or an underpass, or via a diversion around the railway.

We are still at a very early stage in the development of our proposals for Crossrail 2 and the process to understand the work that we need to carry out at the level crossings along the route has not yet started.

When our plans are further developed we will carry out further consultation in the local areas about the potential impacts of closing any level crossings. However, we would welcome early input from the local community as part of this consultation.

To find out more

Visit www.crossrail2.co.uk where you can view and download a range of fact sheets, 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 see 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 contained in the feedback form. The consultation will close on Friday 8 January 2016.

Development is still at an early stage and there will be more opportunities to provide feedback on Crossrail 2 in further consultations on the scheme as it develops.