

Crossrail 2

Raynes Park Community Forum

Chris Curtis, Head of Crossrail 2







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Table 4.1 Anticipated percentage increase in the number of rail passengers travelling to central London during peak hours (2011 to 2043)

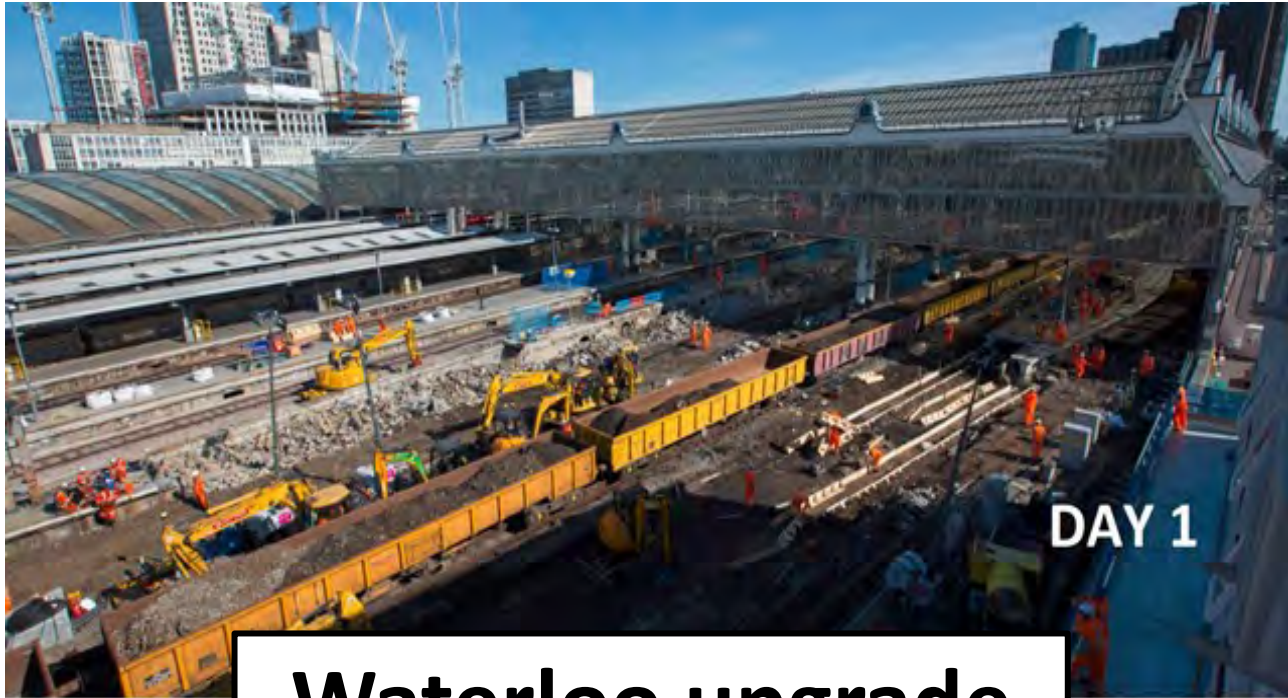
Windsor Line services	37%
Main Suburban services	40%
Main Line long distance services	40%

Source: [London and South East Market Study](#), Network Rail, October 2013



2017

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DAY 1

Waterloo upgrade



DAY 23

2018

Waterloo upgrade

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2019/20

90 new trains

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FIRST GROUP

2

Key

- Stations
- ⊖ London Underground
- ⊖ London Overground
- ⊖ Crossrail 1
- ⊖ National Rail
- ⊖ Highspeed 1
- ⊖ Highspeed 2
- ⊖ Tramlink
- 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

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Crossrail 2

47
stations

£31bn cost

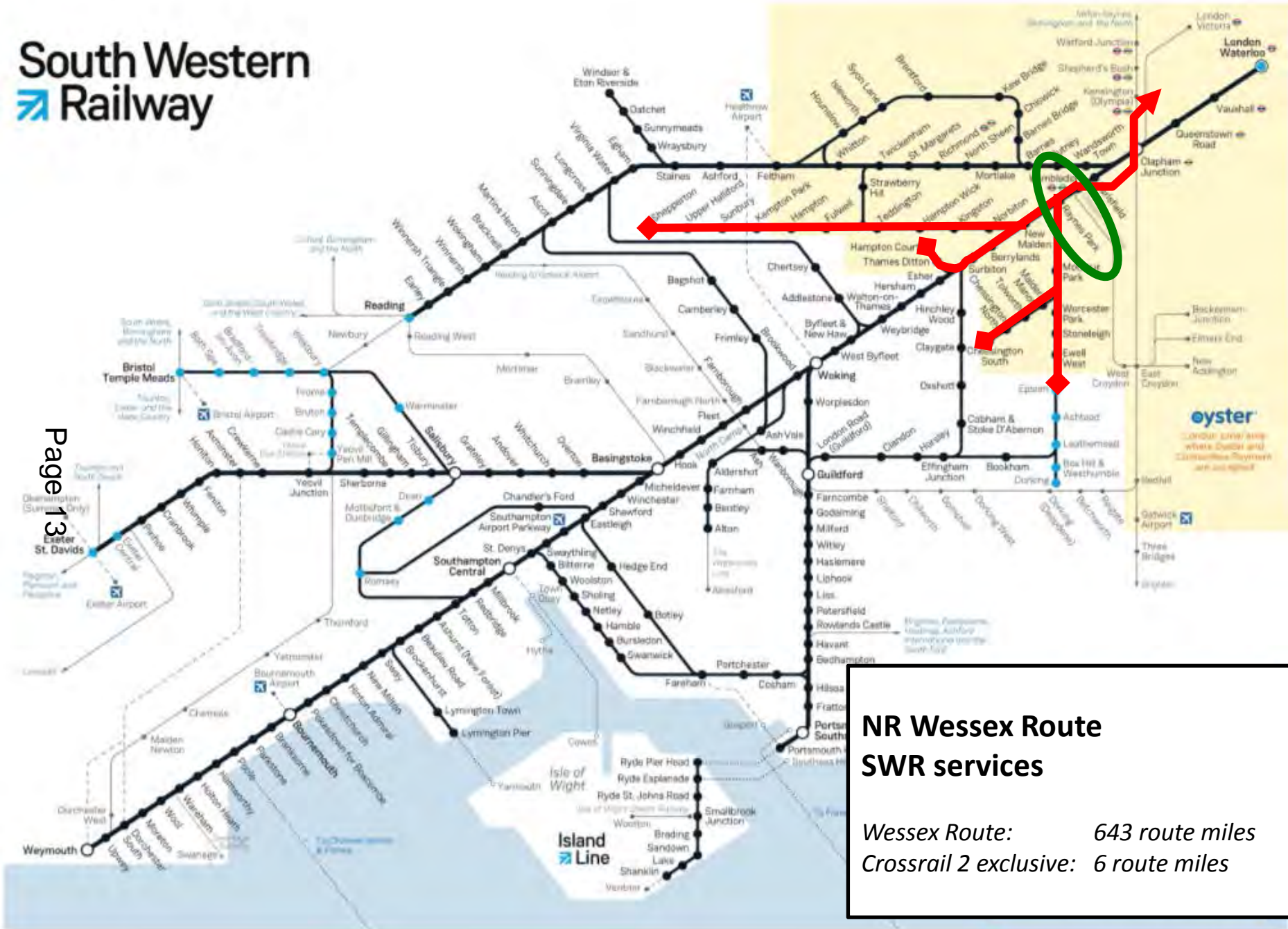
30 trains/hour

70km
of tunnels

2030s
Operational

£150bn
net benefit

270,000
people in morning
peak



**NR Wessex Route
SWR services**

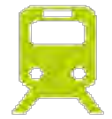
Wessex Route: 643 route miles
Crossrail 2 exclusive: 6 route miles

Supporting productivity



Improved interchanges

- **Reduce congestion by 15%** and eliminate planned station control at Waterloo



Increased capacity

- **7 extra long-distance trains per hour** to Waterloo on the SWML



New homes

- Unlock up to **55,000** along the SWML corridor – up to **200,000 along the whole route**



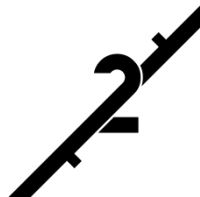
Access to new jobs

- Support economic growth along the M3 corridor – e.g. Kingston will see half a million more jobs accessible **within 50 min commute**



Reduced crowding

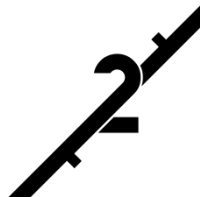
- Reduce number of standing passengers on **SWML** by **up to 40%** - to below current levels

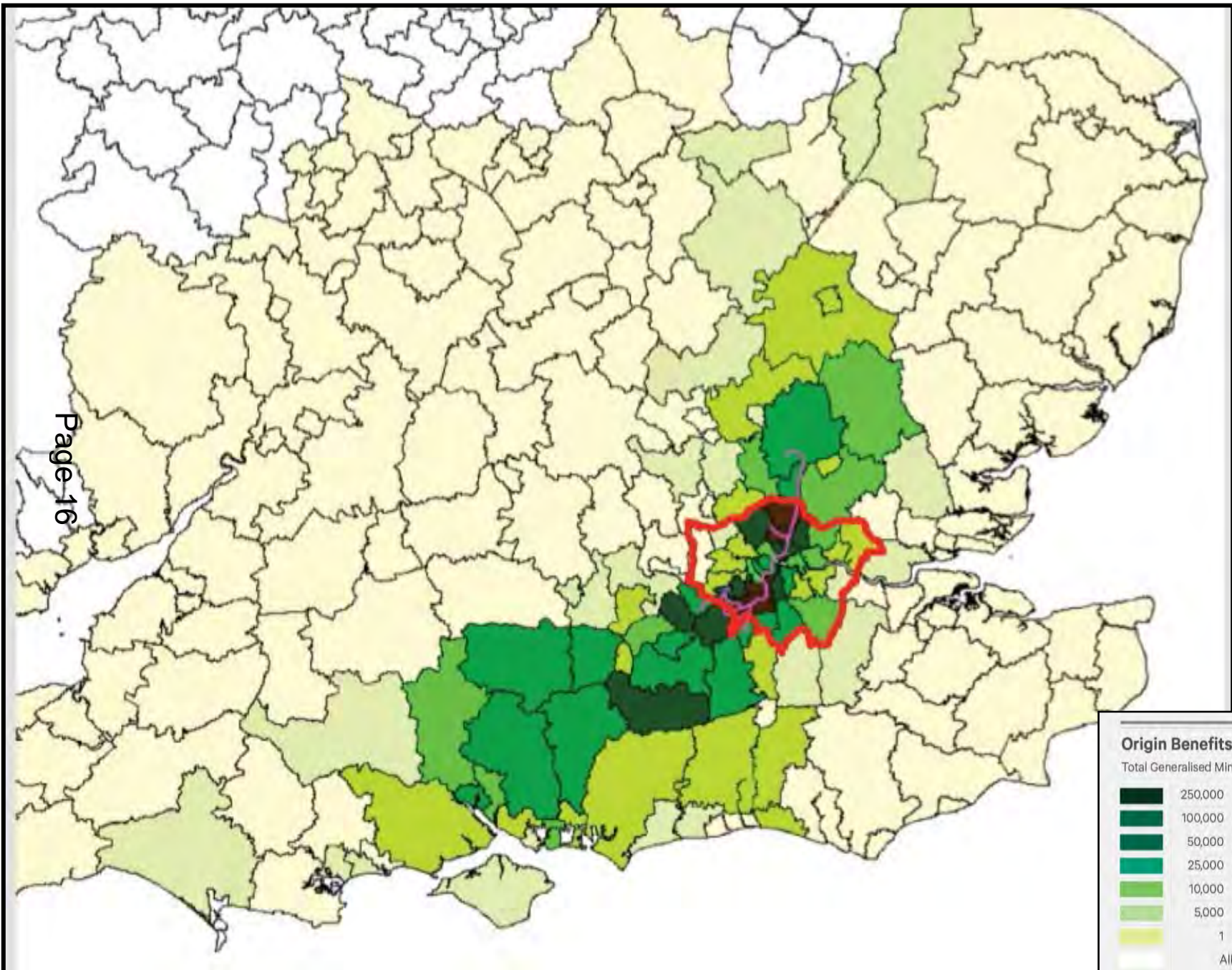


Crossrail 2 – transport benefits beyond London

- Releases capacity on approaches to Waterloo for new longer distance services to Surrey and Hampshire (7 trains per hour in peak)
- Easy connections to Crossrail 2 at Clapham Junction; quicker journeys to West End / North London
- Releases capacity on approaches to Liverpool St for new services from Cambridge or Stansted Airport
- Reduces journey times to London for passengers on WAML

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Elm Road, New Malden

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West Barnes Lane, Raynes Park

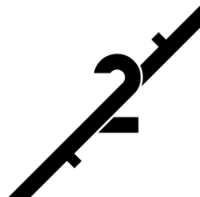
The Budget

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“continue to work with TfL on Crossrail 2”

4.72– The government recognises the need for investment in London’s infrastructure to support its growth, and will continue to work with Transport for London on developing fair and affordable plans for Crossrail 2, including through an independent review of funding and financing.

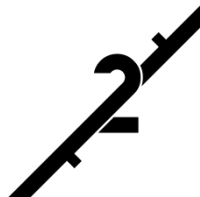


London Plan

Crossrail 2 is a key part
of the plan
“essential to London’s
future”

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Consultation event:
Council Chamber
Civic Centre
Morden

Tuesday 9 January
2018; 2pm – 4.30pm



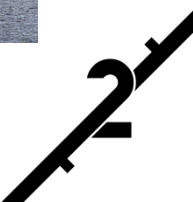
Draft programme - key dates

- **Current** – Strategic Outline Business Case submitted - ongoing review by DfT
- **2018** - Public consultation
- **Early 2020s** - Hybrid Bill submission
- **Early 2020s-2030s** – Construction and testing
- **2030s** – Crossrail 2 opens to the public

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Department
for Transport



Thank You

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