

## Consultation launched on Crossrail 2

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A CONSULTATION has been launched by Network Rail and Transport for London on the possible routes and destinations which could be served by Crossrail 2.

Crossrail 2 is based on proposals for a new Underground line linking Chelsea and Hackney which were first aired more than 20 years ago. The draft route map now published includes Cheshunt in the north and several places in the south western suburbs including Hampton Court, Chessington South, Shepperton and Epsom.

Apart from the main route under central London between Wimbledon, Hackney and Tottenham Hale, there could also be a branch diverging at Angel towards Seven Sisters and Alexandra Palace.

Network Rail said such a line would 'create a new high frequency, high capacity rail line with shorter journey times between south west and north east London. It would help to relieve congestion on busy main line routes into central London and on the Underground network, while allowing communities around London to benefit from the creation of new jobs and new homes'.

The Mayor of London Boris Johnson explained: "Crossrail is set to revolutionise travel in the capital, and with a predicted 10 million people expected to be living in London by 2031, pressing ahead with the next stage of the plan, Crossrail 2, is quite simply essential. In order to support this great capital's bright future, we need to think ahead and not wait until our transport arteries are clogged up and restricting jobs and growth. That's why I am sending out a rallying cry for the public's support for this consultation – come and share your views so we can progress with Crossrail 2 as soon as possible."

There are two main options. The Metro option offers a high frequency underground service across central London between Wimbledon and Alexandra Palace. The route would relieve congestion on trains and platforms on the Northern, Piccadilly and Victoria lines. The Regional option could reach Hertfordshire, Surrey and beyond by using National Rail routes. This route would be a combined underground and surface railway.

Network Rail chief executive David Higgins said: "London's railways are already the busiest and most congested in the country, with many main lines already operating at, or close to, capacity. With the number of rail passengers in London predicted to grow by 30 per cent in the next twenty years, our plans to increase capacity through projects like Thameslink and Crossrail will make a real difference. But we must also press on with schemes such as Crossrail 2 to make sure public transport continues to support and drive economic growth in and around the capital."

The consultation will seek the views of people in London and the south east of England and will run from 14 May to 2 August. The public are being encouraged to respond and share their views at [www.crossrail2.co.uk](http://www.crossrail2.co.uk).

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### Reader Comments:

Views expressed in submitted comments are that of the author, and not necessarily shared by Railnews.

#### Graham, Basingstoke

In support of James' comment, although the number of passengers solely in London is less than on the whole of the NR network, a large number of the passengers on the NR are travelling solely within the London area.

Yes London does seem to receive a lot of public transport funding, but it needs to be remembered that it has over 12% of the UK population and a similar amount to the population of both Scotland and Wales.

Yes other places do need further investment, however this happening and there are many other schemes around the UK which are being developed (some more advanced than Crossrail 2, some less so).

(\* Some -- but I would have thought most LSE passengers are middle/outer suburban commuters. However I do agree with you both that there is not a lot in it. Counting London Overground (and that IS mostly within the M25) as part of the NR total is a statistical oddity, and we have not mentioned the DLR either, which adds another 100 million. In fact, citing the Underground on its own is probably not very helpful: TfL rail in all its forms would be a better measure, and that probably does rival the rest of National Rail.—Editor.)

#### James Palma, London

Whilst I agree with the general consensus above, that spending in London should also be reflected across the country, may I also suggest that London's Underground railways actually carry more people in one day than the entire Railway network of Britain in the same day! As such, London must take priority, BUT other areas should also see improvements to enhance their economy and job availability.

(\* I'm afraid not -- although it's a commonly heard urban myth. The Underground's latest annual total (just released by TfL) is 1,229 million. The latest National Rail total (including an estimate for 2012-13 Q4) is a little over 1,500 million.—Editor.)



Surbiton and the line onwards to Hampton Court could be part of Crossrail 2

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**Melvyn Windebank, Canvey Island, Essex**

For information Crossrail 2 is NOT a new project but the latest version of the Chelsea to Hackney line that dates back to the Abercrombie Report during WWII !

It needs to be remembered how long Crossrail (1) has taken to get underway and the current work is more about updating plans to match present day London ( Abercrombie had it going through Old Street Station!) now a route via Euston (for HS2 removing Piccadilly Circus) and linking with Crossrail1 at TCR .

While a decision whether it should be Tube or Main Line is also being considered and for those outside London who think London is getting all the money well its about planning for the future something that this country finds difficult to do and even if money is not available today it needs to be ready for when money is available something Manchester and Sheffield with their tram networks have learned to do with much success !

In fact today Mayor Boris has announced that he wants London to keep more of the money raised in London for London and while this sounds like more money it is simply a guarantee of funding in place of stop start funding that prevents a rolling programme of improvements that in the end actually cost less !

**Adam Robson, Washington**

I am anticipating that this will be built, and yet things elsewhere in this country become ignored, such as the Leamside. London does have its transport issues and they should be solved, but solving London's transport issues will logically not solve the transport issues of people living nearly 300 miles, and it would be appreciated if some money started being spent solving some of the transport issues that the North-East faces.

**Andrew Blurton, Stafford**

Should We Now Plan & Get Crossrail 2 Building & Developing For The High Speed Network Now Before All Railway Stations In London With The Tube Network Reach Braking Point & Start Overcrowding With All Continental & British People Now Travelling In Order To Make London More Safer To Get To Heathrow & Gatwick & Stanstead & Luton Airports In Future & Better Direct Rail Links & Rail Interchanges As Well To Serve Them Where They Are Needed & Required To Improve Passenger Safety & Travel As Well.

**Chris Neville-Smith, Durham, England**

My response: yes, build Crossrail 2 if you want, but only if it's matched by spending on rail improvements for commuters outside of London. HS2 is all very well for long distance travel, but when you consider that London is already getting the Thameslink Programme as Crossrail 1, the spending on new lines elsewhere pales into insignificance.

Tell you what Boris, I'll give the thumbs up to Crossrail 2 if we can have a decent Middlesbrough-Durham-Newcastle rail link. Bringing back the Leamside line and upgrading the Norton-Ferryhill goods line to passenger use should do the trick.

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