

Crossrail 2 factsheet: Wimbledon 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 Wimbledon. The earliest the scheme could open by is 2030.

Why do we need a Crossrail 2 station here?

A Crossrail 2 station at Wimbledon would provide an interchange with various National Rail services, London Trams and London Underground District line services. It would also reduce journey times and relieve pressure on central London rail termini, particularly Waterloo.

In addition, Wimbledon is a major employment hub with a busy town centre. Providing a Crossrail 2 station here would enable some significant new opportunities and potential for major redevelopment to the north and south.

What are the benefits of Crossrail 2?

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

A Crossrail 2 station at Wimbledon would:

- Improve your journey with up to 30 Crossrail 2 trains per hour to destinations including London, Hertfordshire and Surrey
- Provide an interchange between South West Mainline and suburban services, District line, London Trams and Thameslink services

- Reduce crowding on existing services
- Reduce crowding in the existing station thanks to a new larger entrance and interchange footbridge
- Reduce journey times for passengers in Wimbledon heading to the West End and further north
- Provide step-free access from street level to the Crossrail 2 platforms.
- Add station capacity allowing up to 3,000 more passengers to use the station in the peak hours
- Provide local people with access to more jobs within a 45 minute journey
- Support local businesses and economic growth by enabling more people to get to Wimbledon within a 45 minute journey
- Reduce the time taken to travel to Wimbledon, for example a journey to Tottenham Court Road would be reduced by approximately 15-20 minutes
- Increase the likelihood of obtaining a seat on services towards central London during the morning peak

30 

Trains per hour
through the
tunnelled section

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 Wimbledon could include:

- 4 x 250 metre long platforms, around 10 metres below ground level to the top of the tunnel
- An interchange between Crossrail 2 and existing services as well as an increase in capacity within the existing station
- A new station entrance onto Queens Road
- The permanent relocation and expansion of London Trams platforms from the existing station to street level, in the vicinity of Wimbledon Bridge
- A new vehicle bridge connecting Alexandra Road and Queens Road. This bridge could provide a new permanent highway, pedestrian and cycle link across the railway.

To construct Crossrail 2 at Wimbledon we would require seven worksites within the town centre:

Sites A, B and C – Would be used for construction of the Crossrail 2 track below ground and the relocation of London Trams services above. Site C would include a station shaft

Site D – Would be used for the construction of the Crossrail 2 station and northern station shaft

Site E – Would be used to support construction on Site D and for construction of the new vehicle bridge. The site extends along the rail line to provide space for the Crossrail 2 track

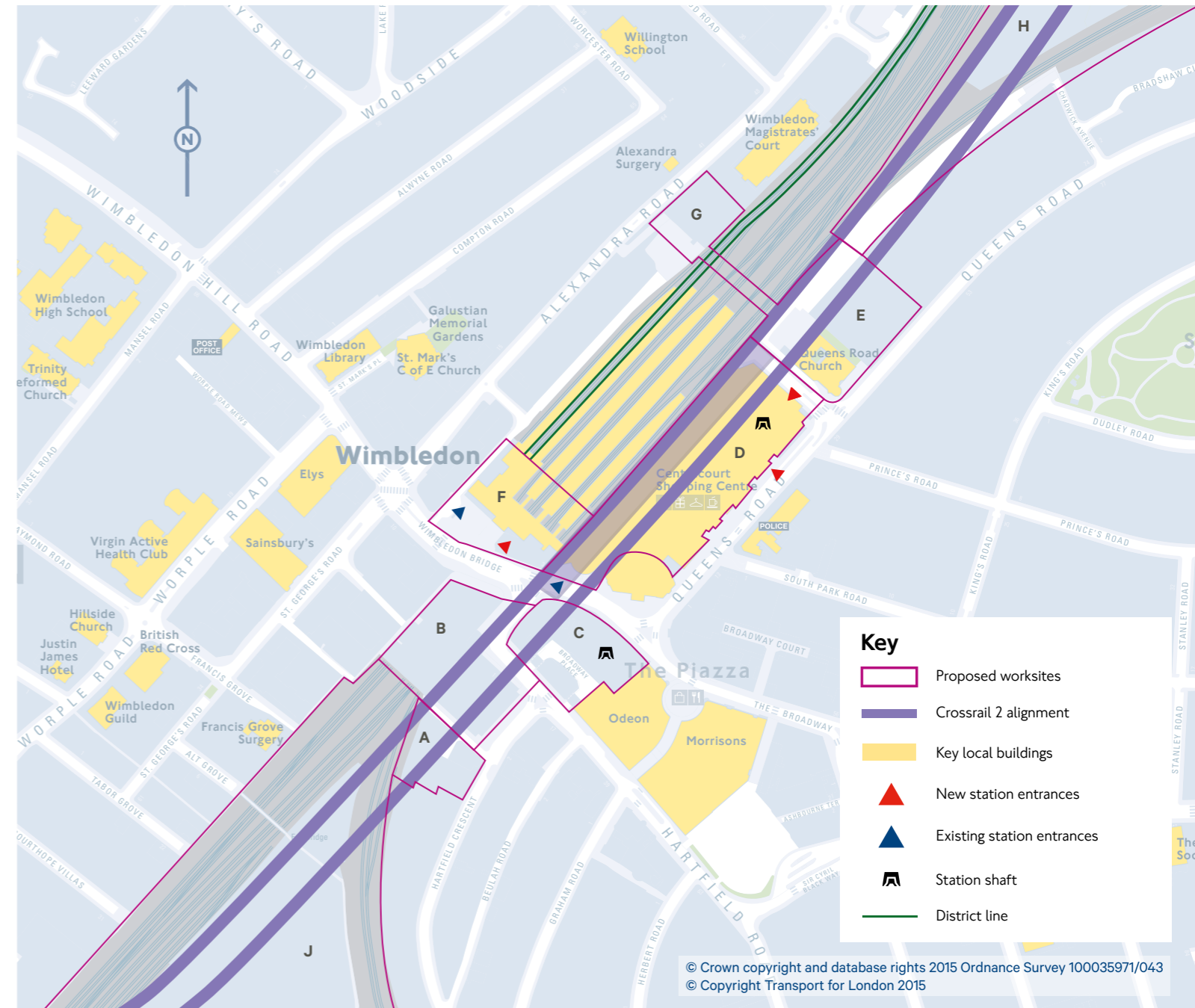
Site F – Would be used for works to the existing ticket hall and entrance

Site G – Would be used for construction of the new vehicle bridge

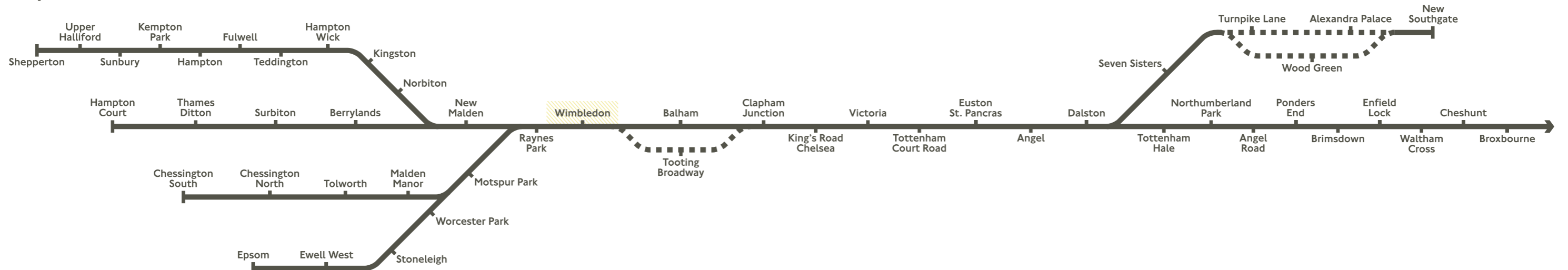
To the north of Wimbledon we would build a portal, where trains would enter and leave the Crossrail 2 tunnelled section (Gap Road, **Site H**). Further to the north we would build a facility for parking or 'stabling' Crossrail 2 trains, a depot for maintaining them and a shaft (Weir Road, **Site I**). Both of these sites would be used to build and equip the Crossrail 2 tunnels.

To the south of Wimbledon we would build a facility for reversing Crossrail 2 trains at Wimbledon and a connection which dives under the main Network Rail tracks, allowing Crossrail 2 trains to call at Raynes Park and stations beyond (Dundonald Road, **Site J**).

Proposed worksites at Wimbledon station



Proposed Crossrail 2 stations



Minimising our impact

Drawing on Crossrail 1's experience of building stations, the proposed Crossrail 2 station at Wimbledon is estimated to take around eight - ten years to complete. Further work is underway to determine the option that would minimise the impact on Wimbledon town centre to provide for the new Crossrail 2 and London Tram facilities.

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 in the Wimbledon town centre and wider area. We are keen to work with the London Borough of Merton and local stakeholders to further assess the current proposals and explore opportunities to minimise construction impacts.

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

Gap Road – proposed site for portal and tunnelling works (Site H)

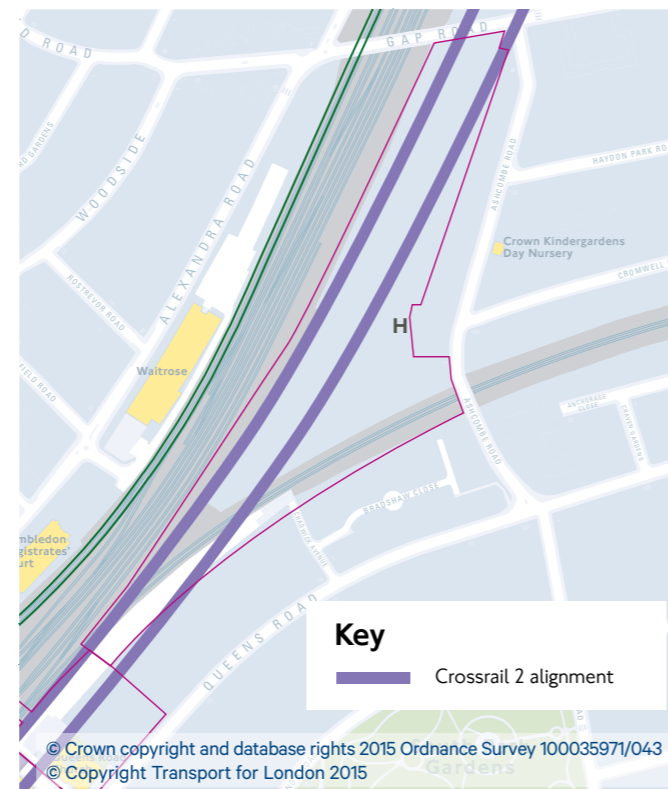
A portal would connect the Crossrail 2 surface railway to the underground Crossrail 2 tunnels. The tunnel portal would serve two functions:

1. During construction the portal provides a site to launch the equipment that constructs the Crossrail 2 tunnels, called the Tunnel Boring Machine (TBM).
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 Gap Road 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 bordering Gap Road and the South West Main Line railway

Proposed worksite at Gap Road



Weir Road – proposed site for stabling, depot, shaft and tunnelling works (Site I)

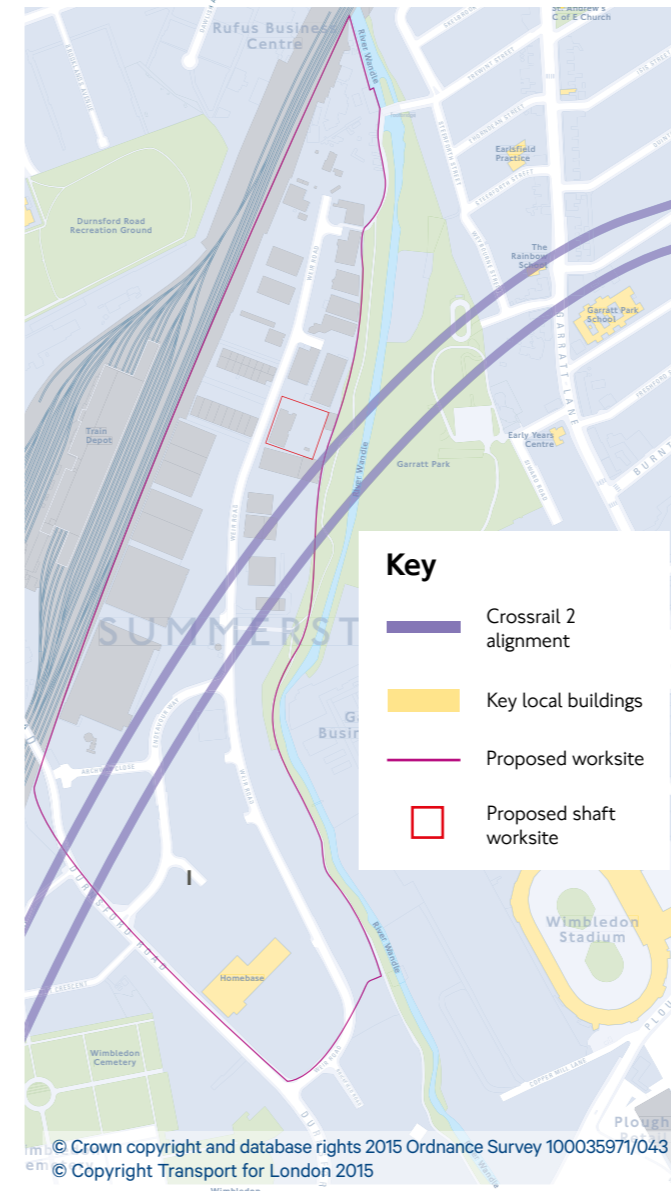
Crossrail 2 would need a large site at the south end of its tunnelled section. This site would provide:

- Parking or 'stabling' of trains, with facilities for train washing and cleaning
- A depot for maintaining these trains
- A shaft providing ventilation and emergency access to the tunnels
- Support for Crossrail 2 tunnelling works

Our preferred site would be located on the Weir Road industrial estate off Durnsford Road (Site I). This site has been selected because it is close to Crossrail 2's southern hub at Wimbledon, allowing trains to enter and leave service promptly. It also provides access to the South West Main Line so that deliveries could be made by rail.

For further information about shafts, please refer to [G2: A Typical Shaft](#).

Proposed worksite at Weir Road

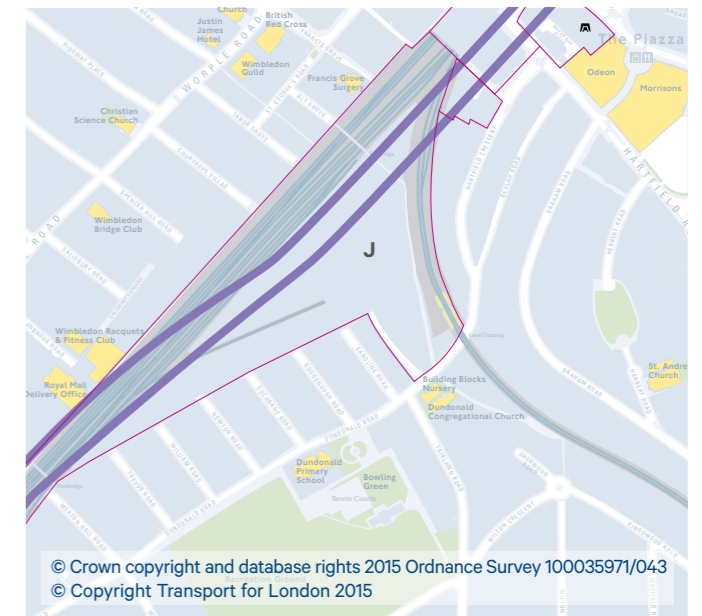


Dundonald Road – proposed site for 'turn-backs' and 'dive-under' (Site J)

To provide a high-frequency train service, Crossrail 2 would need facilities for reversing trains at Wimbledon known as 'turn-backs'. We would also need to provide a connection under the main Network Rail tracks known as a 'dive-under', allowing Crossrail 2 trains to call at Raynes Park and stations beyond.

Our preferred site would include areas between Dundonald Road, Toynbee Road and the main Network Rail tracks (Site J).

Proposed worksite at Dundonald Road



Q. I am a business in one of the identified construction sites. Do I need to find a new location for my business?

A. No. We are in the very early stages of developing the railway and are years away from any building work starting.

Q. I am a landowner within a designated construction site. Does this mean that my property will be unavailable for 8-10 years?

A. We will seek to phase construction so not all sites will be required for the full construction period. We believe we will be able to retain the majority of properties for most of the time during construction. We are working with the London Borough of Merton and business groups to protect the interest of businesses in Wimbledon Town Centre.

Q. Will development take place on the back of the Crossrail 2 station?

A. Crossrail 2 provides a major opportunity to deliver improvements to Wimbledon town centre and we will work with the London Borough of Merton and other stakeholders to support their aspirations to improve the look and feel of the town centre.

Q. Why is land required outside of the previously consulted safeguarded area?

A. Recent design work has found that Wimbledon station is not large enough to accommodate Crossrail 2 and existing Tube and National Rail services. To minimise disruption to existing services, land outside of the current station is required to build Crossrail 2. As a result, areas of land outside of the currently safeguarded area have been identified.

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

- Email: crossrail2@tfl.gov.uk
- Helpline: 0343 222 0055*
- 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.

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