

# Crossrail 2 factsheet: Wimbledon to Clapham Junction

Crossrail 2 is a proposed new railway line serving London and the South East, linking Surrey to Hertfordshire via central London destinations. Previous work on Crossrail 2 proposed a station at Tooting Broadway, but recent work has identified a number of problems with building a station at Tooting Broadway, and we are now considering an alternative station location at Balham. The earliest the scheme could be open by is 2030.

## Why do we need a Crossrail 2 station here?

Large population growth is putting particular pressure on the Northern line. The Northern line between Balham and Stockwell is the most crowded part of the Tube network, and congestion is set to get significantly worse in future. New capacity on this part of the network is needed to avoid regular station closures in future.

## Tooting Broadway

To relieve crowding on the Northern line, we had proposed a station at Tooting Broadway. Land for this was safeguarded earlier this year and further work on the station design has been completed to inform this consultation. Recent assessments have identified that ground conditions in the Tooting area would make it significantly more difficult to build a station at Tooting Broadway than originally thought. As a result of these challenges, we are looking at an alternative station location at Balham.

Work to date has suggested that a station at Balham could be built with significantly less disruption and would still provide many of the same transport benefits as a station at Tooting Broadway.

A station at Tooting Broadway would take up to two years longer to build, would require much larger worksites and thousands more lorry movements. This is because a station there would have to be built from the surface with more material removed by road. This would mean it would be more disruptive and cost nearly twice as much to build than a station at Balham.

Further assessments of the ground conditions at Balham are required, but work to date suggests it would be faster, easier, less disruptive and cheaper to build a station here than at Tooting Broadway.

All figures are based on current working assumptions and are subject to change.

## Benefits of a station at Balham

A Crossrail 2 station at Balham would still provide very similar benefits to one at Tooting Broadway, principally helping relieve crowding on the most congested parts of the Northern line. A route with a station at Balham would:

- Improve your journey with up to 30 Crossrail 2 trains per hour to destinations including London, Hertfordshire and Surrey
- Provide a new route for onward journeys into central London
- Connect with existing National Rail and London Underground services
- Reduce crowding on the busiest part of the Northern line during peak periods by approximately 30 per cent
- Provide step-free access from street level to the Crossrail 2 platforms
- Added station capacity allowing up to 6,000 more passengers to use the station in peak hours
- Improve access and support growth in Balham town centre

**30** 

Trains per hour through the tunnelled section

**30%** 

Reduction in crowding on existing services

## The proposal

A new Crossrail 2 station at Balham would be underground and could include:

- 2 x 250 metre long platforms. Station platform tunnels around 30 metres below ground level to the top of the tunnel
- A new Crossrail 2 station entrance and ticket hall onto Balham High Road
- A dedicated passageway between Crossrail 2 and Northern line services

To construct Crossrail 2 at Balham we would require two worksites

**Site A** – Would be used for construction of a new Crossrail 2 station entrance, ticket hall, and southern station shaft. This site would also be used for station tunnelling works. This site includes an office block and self-store facility.

**Site B** – Would be used for construction of a northern station shaft and for some station tunnelling works. This site includes Waitrose supermarket.

## Minimising our construction impacts

Drawing on Crossrail 1's, experience of building stations, the proposed Crossrail 2 station at Balham is estimated to take between five to eight years to complete and a shaft is estimated to take four to five years to complete. Activity on site would fluctuate during this period. 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.

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.

## Shafts between Wimbledon and Clapham Junction

The shafts would provide tunnel ventilation, access for the fire and rescue services and a safe evacuation route for passengers in the event of an emergency.

For further information about how shafts work, please refer to [G2: Crossrail 2 shafts](#).

A station at Balham would require changes to the proposed Crossrail 2 tunnel alignment. This would mean that shafts would be required in new locations to those previously suggested.

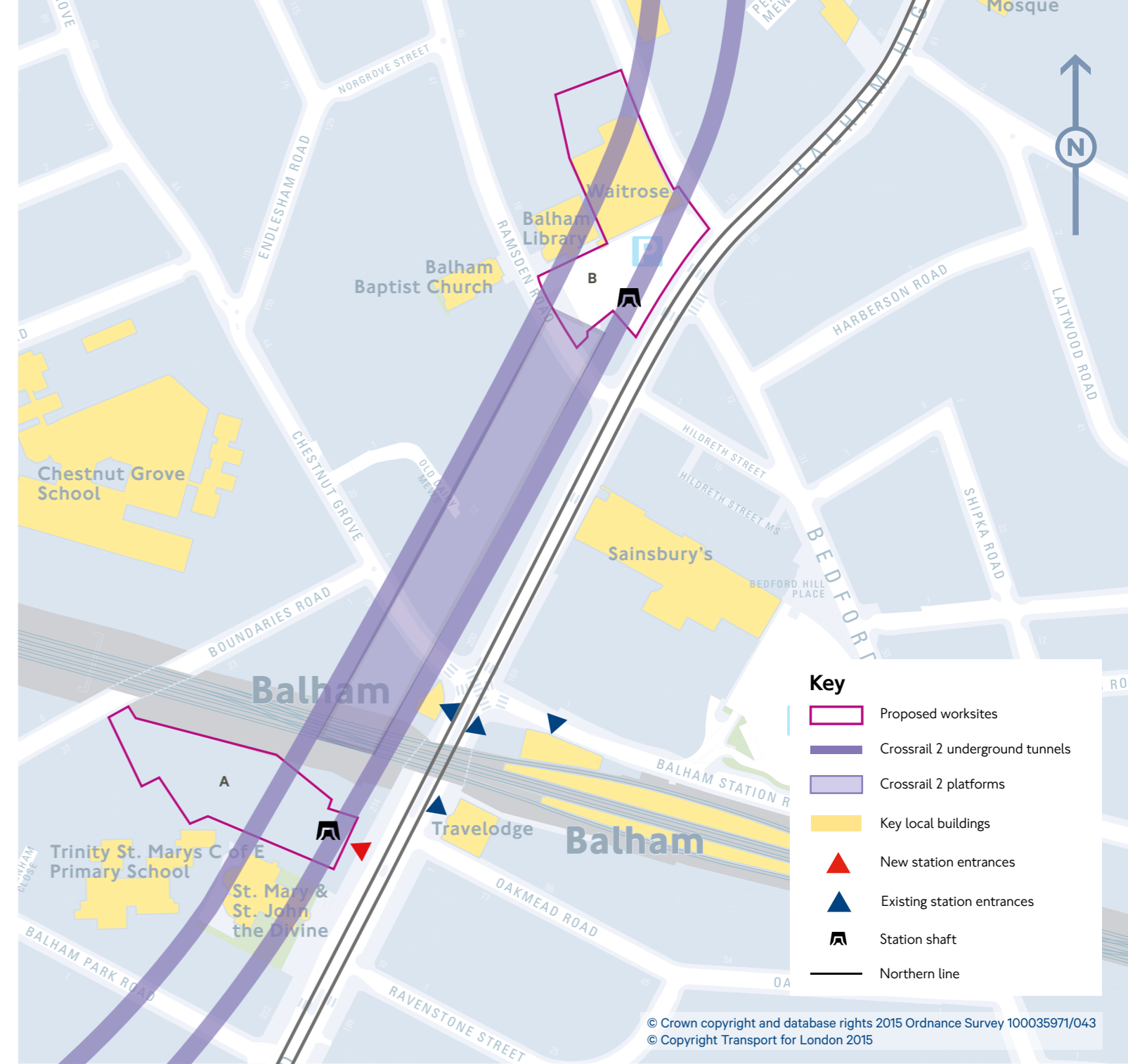
To enable Crossrail 2 to operate safely, we would need two shafts at even intervals between Wimbledon and Balham stations and one shaft midway between Balham and Clapham Junction stations.

### Our current preferred sites:

Between Wimbledon and Balham stations – one shaft in the Weir Road site and another within the Springfield Hospital development

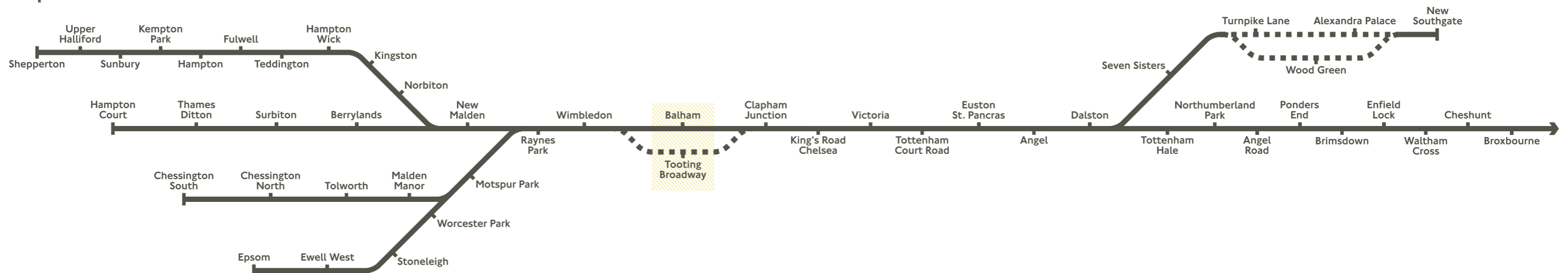
Between Balham and Clapham Junction stations – one shaft on the eastern edge of Wandsworth Common, at the end of Honeywell Road.

A single worksite would be required to build each shaft and a typical shaft would take approximately five years to complete. Activity on site would fluctuate during this period. Once the site has been cleared and prepared, the major construction work to dig out the shaft would usually be complete within two years.



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## Proposed Crossrail 2 stations



On completion of the works at each site, an above-ground structure known as a 'head-house' would remain. The head-house would provide access to the shaft, the equipment within it and the tunnels below. It would also allow air to be drawn into and out of the tunnel ventilation system.

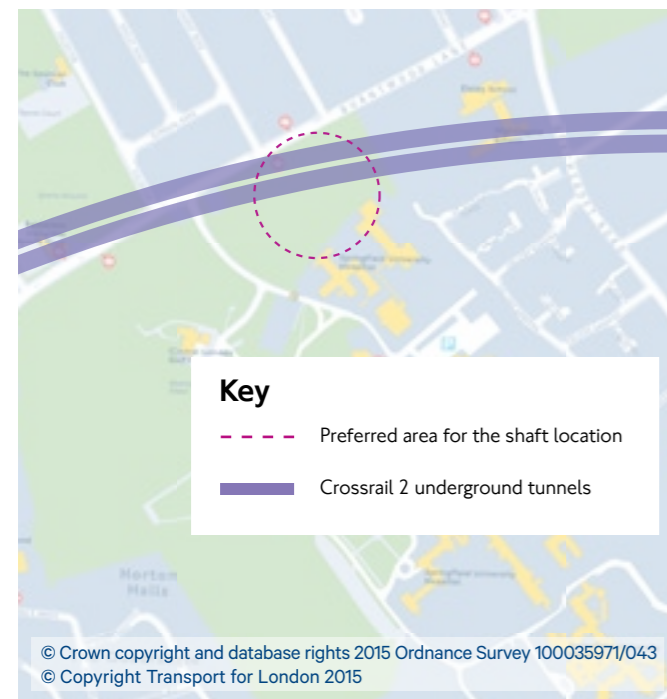
At this early stage of Crossrail 2's design, we expect a typical head-house to be at least two storeys high and to occupy an area of around 25 metres by 25 metres. As the scheme develops further, we would engage with the local authority, interested stakeholders and local communities to inform the designs for each head-house.

For further information about head-houses please refer to [G2: Crossrail 2 shafts](#).

### Proposed shaft at Springfield

The shaft would ideally be within the Springfield Hospital redevelopment (off Burntwood Lane). We would discuss possible locations for the shaft with Springfield Hospital in the next stage of Crossrail 2's development. Our current preferred site has been selected to avoid taking land in residential areas to the east and to minimise the chance of encountering bad ground conditions during construction.

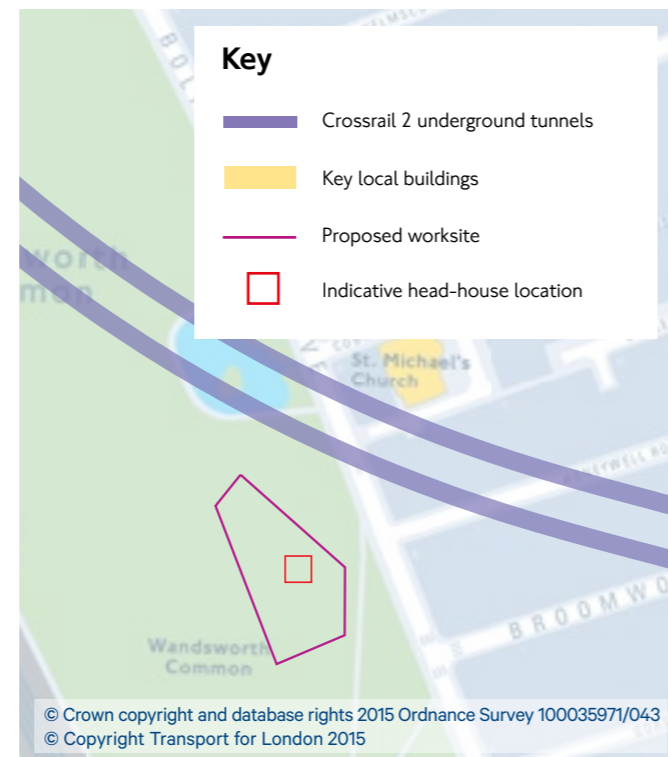
### Map of proposed shaft at Springfield



### Proposed shaft on Wandsworth Common (Honeywell Road)

The shaft would be on the eastern edge of Wandsworth Common, at the end of Honeywell Road (off Bolingbroke Grove). Our current preferred site has been selected because it is the only non-residential piece of land in the area which is large enough to allow construction of a shaft.

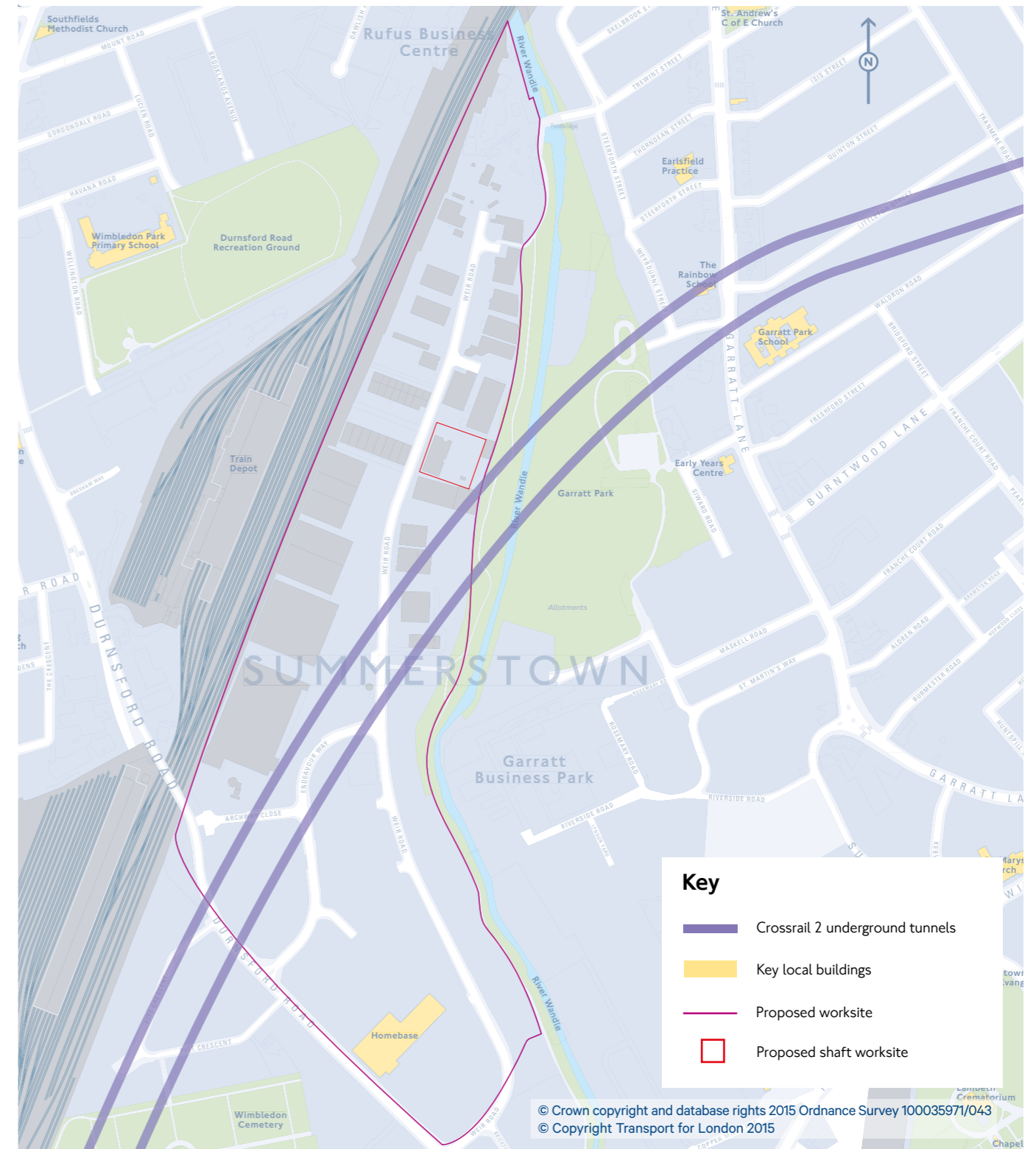
### Map of proposed shaft on Wandsworth Common



### Proposed shaft at Weir Road

The shaft would be within the Weir Road industrial estate. It would be integrated with the larger facility proposed by Crossrail 2 at Weir Road (where we would park or 'stable' trains and wash, clean and maintain them in a depot - for further details see the Wimbledon station factsheet). Our current preferred site has been selected because it allows Crossrail 2 to avoid other underground tunnels in the area.

### Map of proposed shaft at Weir Road



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## To find out more

Visit [www.crossrail2.co.uk](http://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](http://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.

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## Contact us

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\*Service and network charges may apply. See [tfl.gov.uk/terms](http://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](http://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 be more opportunity to provide feedback on Crossrail 2 as the scheme develops.

