

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

Why do we need a Crossrail 2 station here?

Victoria is currently the second busiest National Rail station and third busiest London Underground station. It acts as a gateway to Westminster and is a major employment centre as well as a popular leisure destination. Victoria has the potential to accommodate additional residential and commercial development, however in order for this to happen, Victoria would require significant improvements to its transport provision.

What are the benefits of Crossrail 2?

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

A Crossrail 2 station at Victoria would:

- Improve your journey with up to 30 Crossrail 2 trains per hour to destinations including London, Hertfordshire and Surrey
- Reduce crowding on the busiest part of the Victoria line during peak periods by approximately 25 per cent
- Reduce crowding at Victoria Station by providing direct services to central London for passengers who currently interchange from National Rail to London Underground services

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

- Connect with existing National Rail and London Underground services
- Provide step-free access from street level to the Crossrail 2 platforms
- Add station capacity allowing up to 24,000 more passengers to use the station in peak hour
- 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 Victoria within a 45 minute journey
- Create an opportunity to provide a more pleasant, spacious environment for pedestrians using Victoria

30 
Trains per hour
through the
tunnelled section

25% 
Reduction in crowding
on existing Victoria line
services

The proposal

- A new Crossrail 2 station at Victoria would be underground and could include:
- 2x250 metre long platforms. Station platform tunnels around 20 metres below ground level to the top of the tunnel
 - A new station entrance onto Ebury Street
 - A new station entrance into Victoria National Rail station
 - An entrance into an expanded District and Circle line ticket hall which will have increased capacity
 - To the south of the station, a shaft to provide ventilation and emergency access to the tunnels
 - A facility for reversing Crossrail 2 trains at Victoria

To construct Crossrail 2 we would require five main worksites and one within the National Rail station. However, the station would remain open during the construction phase.

Site A – Would be used for construction of the station box, a station entrance and two station shafts. The site includes Belgrave House, Ebury Gate, Lower Belgrave Street and Terminal House

Site B – Would be used for construction of passenger links to Network Rail and London Underground stations. The site includes Terminus Place, the existing bus station and temporary partial use of Buckingham Palace Road. This site would be used for improvement works to the London Underground District and Circle line station.

Site C – Would be used for construction of a possible new National Rail station entrance. This is within the existing Network Rail boundary.

Site D – Would be used for construction of a new Crossrail 2 entrance. This site is within the existing Network Rail boundary.

Site E – Would be used for construction of a shaft to provide ventilation and emergency access to the tunnels. The site includes the yard of Victoria Coach Station* and some of its buildings, and could also help us to build a facility for reversing Crossrail 2 trains at Victoria.

Further information about proposals for Victoria Coach Station are provided overleaf.

Please refer to *G6: A Typical Crossrail 2 Station* to find out more about the proposed design features of our below ground stations.

Minimising our construction impact

Drawing on Crossrail 1’s experience of building stations, the proposed Crossrail 2 station at Victoria are estimated to take five to eight years to complete. Activity on site would fluctuate during this period.

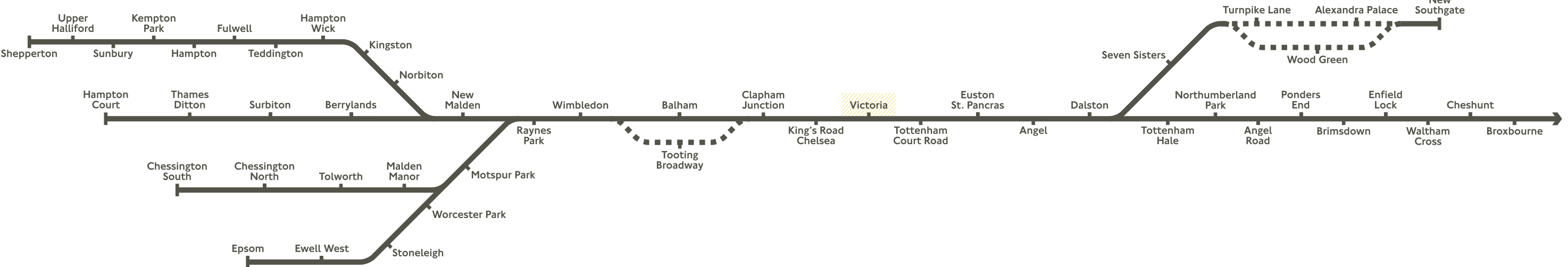
Proposals for the scheme are still at the early stages of design. Feedback from this and future consultations, together with further design and engineering work, will refine the proposals, ahead of seeking permission to build the new railway.

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 will 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.



Proposed Crossrail 2 stations



Victoria Coach Station - proposed site for shaft and reversing facility (Site E)

To enable Crossrail 2 to operate safely, we would need a shaft between King's Road Chelsea and Victoria stations. The shaft would provide tunnel ventilation, access for the fire and rescue services and a safe evacuation route for passengers in the event of an emergency. It could also help us to build a facility for reversing Crossrail 2 trains at Victoria.

Our preferred site at the present time is the yard of Victoria Coach Station* and some of its buildings. This has been selected because Transport for London owns a large part of Victoria Coach Station.

On completion of the works, 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 tunnels.

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

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

*Proposals about the future of the Victoria Coach Station are being considered. This proposal will be subject to further engagement and consultation by Transport for London and therefore is not part of this Crossrail 2 consultation.

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.

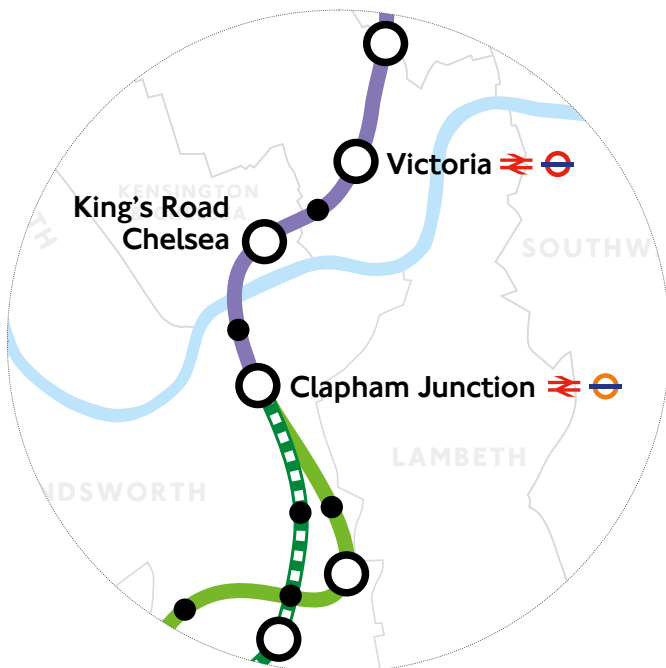
Come along to one of our drop-in events where you will have an opportunity to view our proposals and speak to members of the Crossrail 2 team. Please visit www.crossrail2.co.uk for details about events in your area.

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

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- 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.