

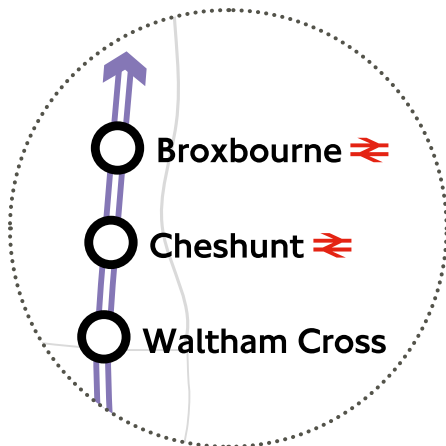
Crossrail 2 factsheet: Services at Broxbourne, Cheshunt and Waltham Cross

New Crossrail 2 services are proposed to serve Broxbourne, Cheshunt and Waltham Cross, with between 10 and 12 trains per hour in each direction operating directly to, and across central London.

What is Crossrail 2?

Crossrail 2 is a proposed new railway serving London and the wider South East that could be open by 2030. It would connect the existing National Rail networks in Surrey and Hertfordshire with trains running through a new tunnel from Wimbledon to Tottenham Hale and New Southgate. Crossrail 2 will connect directly with National Rail, London Underground, London Overground, Crossrail 1, High Speed 1 international and domestic and High Speed 2 services, meaning passengers will be one change away from over 800 destinations nationwide.

Crossrail 2 in this area



Why do we need Crossrail 2?

On the West Anglia Main Line, local stopping services and faster services from Cambridge and Stansted Airport all compete for space on the line. This limits the number of trains that can call at local stations, and extends journey times to and from the area.

Liverpool Street and Stratford stations also currently face severe capacity constraints. It is forecast that by 2043 demand for rail travel on this line will have increased by 39%. There is currently no spare capacity for additional services.

Crossrail 2 provides a solution. It would free up space on the railway helping to reduce journey times for longer distance services, and would enable us to run more local services to central London.

Transport improvements already underway will help offset the pressure in the short term. But we need Crossrail 2 to cope with longer term growth.

10-12

Crossrail 2 trains per hour, in each direction, calling at Broxbourne, Cheshunt and Waltham Cross.

Current and proposed future peak trains to London, per hour

Station	2015: Current trains to Stratford / Liverpool Street	2030: Future total trains to central London	Of which will be Crossrail 2 services
Broxbourne	6	20-22	10-12
Cheshunt	6	18-20	10-12
Waltham Cross	5	14-16	10-12

Proposals for Crossrail 2 in this area

10-12 Crossrail 2 trains per hour, in each direction, are proposed to call at all stations between Tottenham Hale and Broxbourne.

The delivery of Crossrail 2 will be accompanied by station improvement work at a number of locations. This will include platform work to accommodate the new, longer trains, and the installation of new lifts or ramps at stations where there is currently no step-free access.

Additional track works may also be required at Broxbourne and Cheshunt stations to enable Crossrail 2 and Stratford trains to turn back at the end of their journey.

London is larger than it has been at any point in history, and by 2030, the Capital is projected be home to more than 10 million people – 20% larger than today.

Creating more capacity

To create the extra capacity needed to run more services along the West Anglia Main Line, Crossrail 2 would require the addition of more tracks along the route from south of Tottenham Hale station to north of Broxbourne station. This would also allow for a further four trains per hour from all stations on the line to Stratford, in addition to Crossrail 2.

In addition, the new tracks could also enable an increase in the number of faster longer-distance services between Liverpool Street, Bishop's Stortford and Cambridge.

We are still at a very early stage in the development of our proposals for the new tracks. We will carry out further consultation in the local areas about these proposals as they develop.

What are the benefits of Crossrail 2?

Crossrail 2 in your area would:

- Improve local journey opportunities with the provision of 10-12 Crossrail 2 trains per hour in each direction serving Waltham Cross, Cheshunt and Broxbourne, operating directly to, and across, Central London
- Transform connectivity along the West Anglia Main Line with new, direct and convenient connections with existing underground, National Rail and new Crossrail 1 and Thameslink services.
- Help support the economic growth of the Upper Lea Valley Opportunity Area and beyond.
- Help free up main line rail routes into London, enabling faster journeys between Broxbourne, Cheshunt and Liverpool Street.
- Improve accessibility with the provision of step-free access between the street and platforms at all Crossrail 2 stations on the route.
- Create local jobs during construction, including apprenticeships and training opportunities.

Consultation on the regional branches
















In 2013 two route options for Crossrail 2 were consulted on: the metro and regional options. Nearly 14,000 responses were received and more than 80 percent of these supported the regional option.

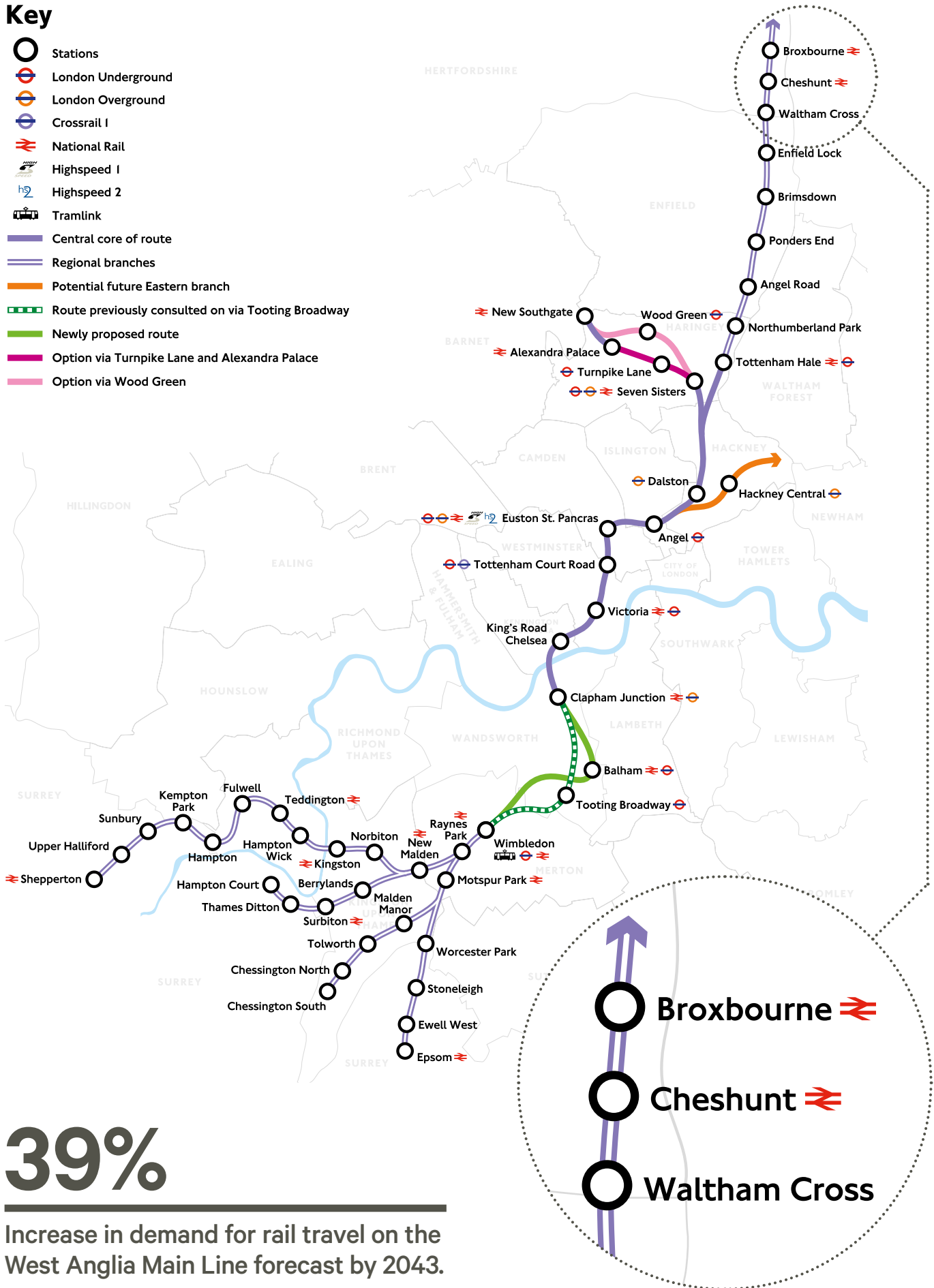
Since then, we have done further work to develop proposals for the regional sections of the Crossrail 2 route with the aim of providing additional rail capacity in a south west and north east corridor through London. Further information about previous rounds of consultation can be found at www.crossrail2.co.uk

Crossrail 2 is still in the early planning stage for the regional branches of the scheme, but we would like to gather feedback from the public on our emerging proposals.

Proposed Crossrail 2 route

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



39%

Increase in demand for rail travel on the West Anglia Main Line forecast by 2043.

Local level crossings

The proposed increase to the frequency of train services will make it impractical to retain the existing level crossings on the Broxbourne branch. We would seek to remove these crossings to increase safety, reduce risk to both users and rail passengers and help improve local road connectivity.

Network Rail will work closely with local communities and the local authority to find an appropriate resolution for each crossing. This could mean access across the railway is provided by a bridge or an underpass, either at the site of the existing level crossing or via a diversion to an alternative location.

We are still at a very early stage in the development of our proposals for Crossrail 2 and the process to understand the work that we need to carry out at level crossings along the route is just starting.

When our plans are further developed we will carry out further consultation in the local areas about the potential impacts of closing any level crossings. However, we would welcome early input from the local community as part of this consultation.



To find out more

Visit www.crossrail2.co.uk where you can view and download a range of fact sheets, 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 see 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.

Crossrail 2 will help support the economic growth of the Upper Lea Valley.

NE1: Broxbourne to Waltham Cross / Oct 15

Contact us

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*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 contained in the feedback form. The consultation will close on Friday 8 January 2016.

Development is still at an early stage and there will be more opportunities to provide feedback on Crossrail 2 in further consultations on the scheme as it develops.