

Crossrail 2 factsheet: Seven Sisters to New Southgate Route Options

Crossrail 2 is a proposed new railway line serving London and the South East, linking Surrey to Hertfordshire via Central London destinations. There are two route options between the proposed Crossrail 2 stations at Seven Sisters and New Southgate. The route options are laid out in more detail below and on the map. The earliest the scheme could be open by is 2030.



Possible route alignment via Turnpike Lane and Alexandra Palace

This option proposes routing Crossrail 2 from Seven Sisters via two new Crossrail 2 stations and then onwards to New Southgate. This option would:

- Reduce crowding on existing services at Turnpike Lane by up to 60 per cent on westbound trains during the morning peak
- Provide an interchange with the Piccadilly line at Turnpike Lane
- Provide an interchange with National Rail services on the Great Northern railway line at Alexandra Palace, before reaching central London. This option would mean the route would not serve Wood Green.

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

A possible alternative location for a new Crossrail 2 station at Wood Green

If the line instead took a slightly more northerly route, there would be a station at Wood Green. This option would:

- Reduce crowding on the existing services at Wood Green during the morning peak and reduce journey times into central London
- Provide an interchange with the Piccadilly line
- Support Haringey's aspiration for the redevelopment of Wood Green High Street
- Be situated in the main retail area of Wood Green with access to shops, leisure and services

This option would mean the route would not serve Turnpike Lane or Alexandra Palace. In addition it would require an intermediate shaft for ventilation and intervention, potentially in the northwest corner of Downhills Recreation Ground.

The following pages outline the local benefits and current design proposals for each individual station.

Alternative Option: Wood Green Station

Why do we need Crossrail 2 at Wood Green?

Providing a Crossrail 2 station at Wood Green would be an alternative to Alexandra Palace and Turnpike Lane. It would be located close to the main shopping area of Wood Green and supports Haringey's regeneration aspirations. In addition, modelling analysis indicates that around 13 per cent more passengers would board the Piccadilly line at Wood Green compared with Turnpike Lane.

A Crossrail 2 station in this area would:

- Offer improved journey opportunities with approximately 15 Crossrail 2 trains per hour during the AM peak
- Provide passengers with an alternative to the Piccadilly Line to help relieve congestion on the line and provide shorter journey times into central London.
- Provide step-free access from the street to Crossrail 2 platforms and between Crossrail 2 and the Piccadilly Line
- Support Haringey's possible aspiration for the redevelopment of Wood Green High Street

The proposal

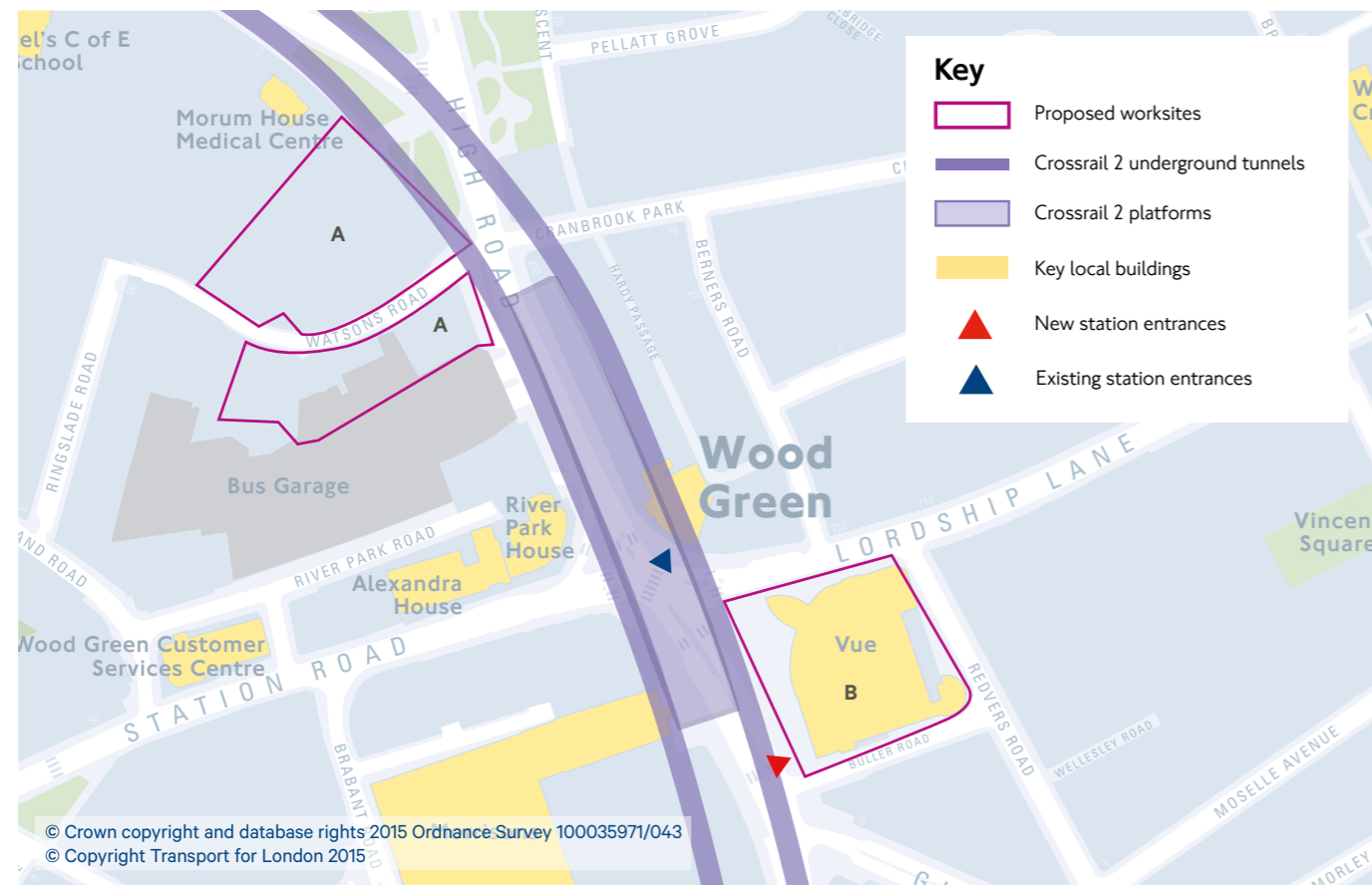
The Crossrail 2 station at Wood Green would be underground and could include:

- 2 x 250m long platforms, which would be around 20m below ground level to the top of the tunnel
- A new station entrance proposed on High Road, which would respond to Haringey's aspiration for a new town centre
- A dedicated passageway between Crossrail 2 and the Piccadilly line platforms

To construct Crossrail 2 we would require two worksites.

Site A – As the Wood Green option for Crossrail 2 is at a very early stage of development, two options are shown for a northern worksite. This would be either Green Ridings House, a British Telecoms exchange, or partial use of Arriva's bus depot. This site would be used for the construction of the northern station shaft and station tunnelling works.

Site B – This site includes the Vue Cinema. It would be used for the construction of the southern station shaft and new Crossrail 2 station entrance and ticket hall. Some station tunnelling works may be carried out from this site.



Downhills Recreation Ground Shaft

To enable Crossrail 2 to operate safely, we would need a shaft between Seven Sisters and Wood Green 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. For further information about how shafts work, please consult the Shafts Factsheet.

Our preferred site at the present time is in the northwest corner of Downhills Recreation Ground. This has been selected because it allows us to avoid housing and schools in the area. However, the Wood Green option for Crossrail 2 is at a very early stage of development and further work is needed.

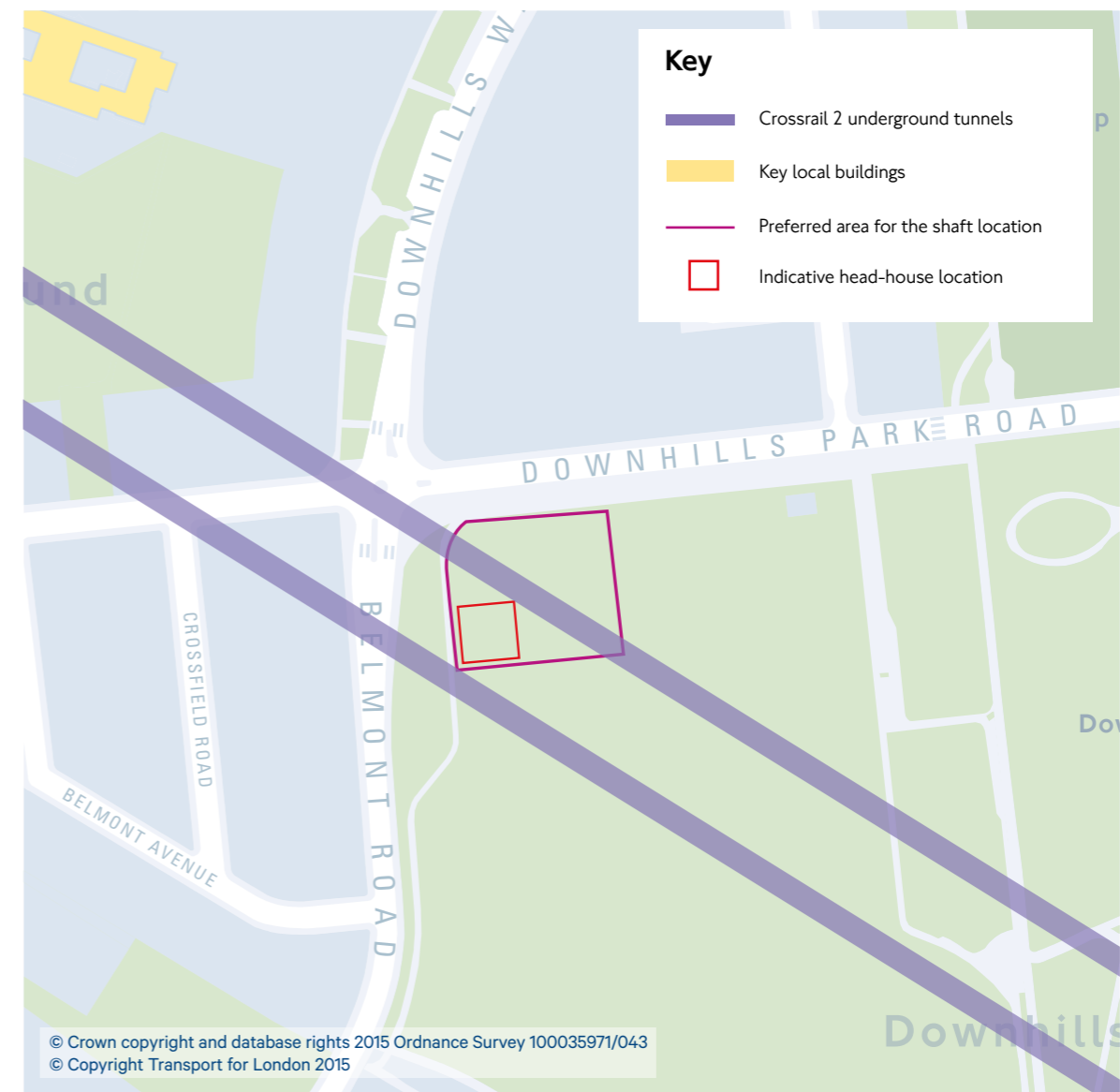
A single worksite would be required to build the shaft and a typical shaft would take approximately five years to complete. Activity on site would fluctuate during this period. Once the site has been cleared and prepared, the

major construction work to dig out the shaft would usually be complete within two years.

On completion of the works at each site, an aboveground 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 25m by 25m. 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](#).



Turnpike Lane Station

Crossrail 2 at Turnpike Lane

An opportunity to interchange with Crossrail 2 would relieve crowding on the Piccadilly line (and existing station) as well as offer passengers quicker, more pleasant journeys into and out of central London. One example of this would be the reduction in interchanges made at Finsbury Park, which is two Piccadilly line stops south of Turnpike Lane. A Crossrail 2 station at Turnpike Lane would also offer a key interchange with Turnpike Lane bus station, which connects to destinations such as Tottenham.

Local benefits

A Crossrail 2 station in this area would:

- Offer improved journey opportunities with approximately 15 Crossrail 2 trains per hour
- Reduce journey times for passengers travelling to central London and the wider South East
- Provide a new interchange with Piccadilly line services and bus passengers arriving at Turnpike Lane wishing to travel to central London
- Provide step-free access from street to Crossrail 2 platforms and between Crossrail 2 and Piccadilly line platforms
- Add station capacity allowing up to 6,000 more passengers to use the station in peak hour
- Help local businesses by enabling more people to get to Turnpike Lane within a 45 minute journey time

- Provide people living near Turnpike Lane with access to more jobs within a 45 minute journey time.
- Increase your chance of getting a seat on services towards central London during the morning peak

The proposal

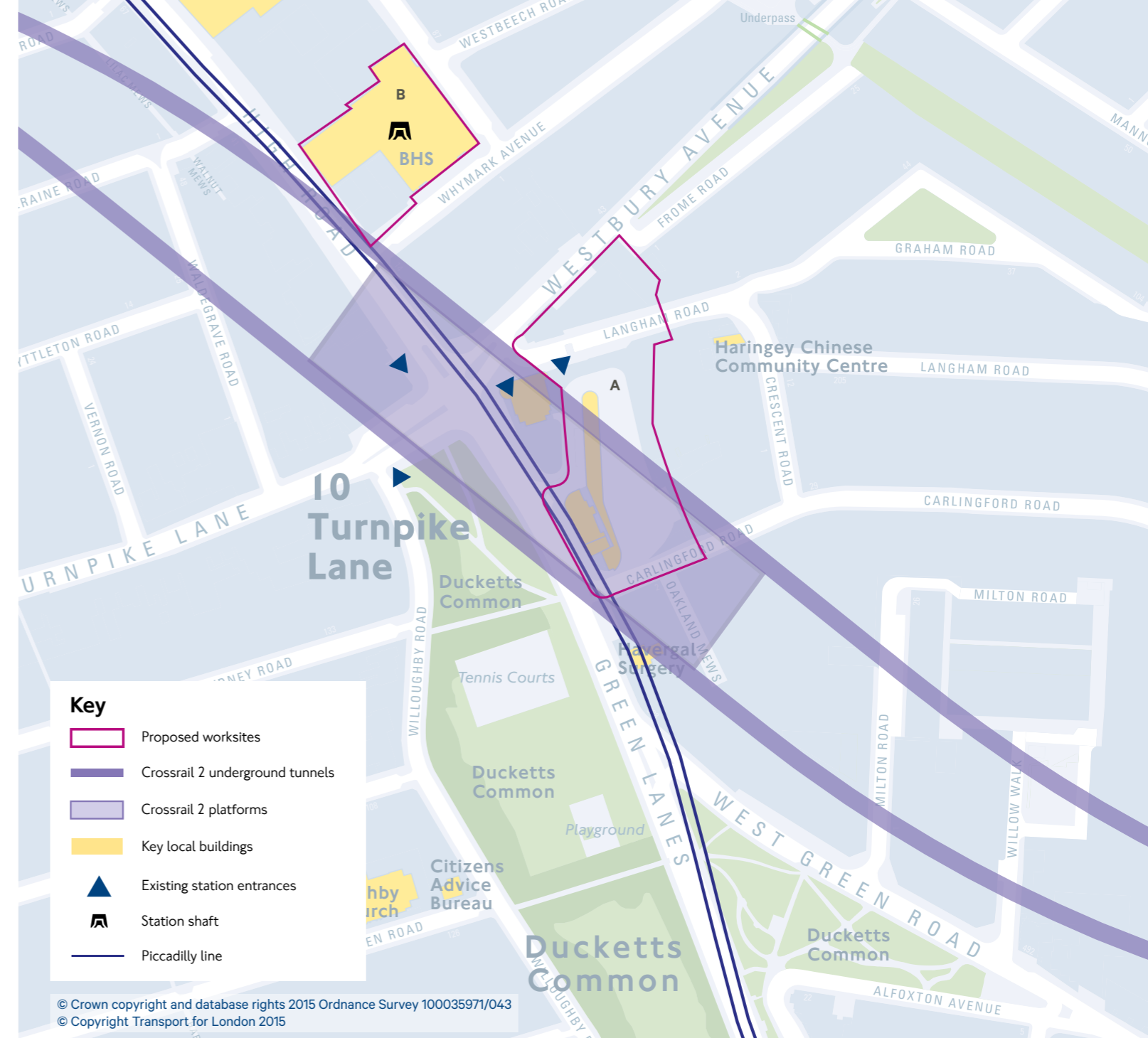
The Crossrail 2 station at Turnpike Lane would be underground and could include:

- 2 x 250 metre long platforms, which would be around 20 metres below ground level to the top of the tunnel
- An enlarged ticket hall
- A new bus facility on Langham Road
- A dedicated, direct link between Crossrail 2 and the Piccadilly line platforms

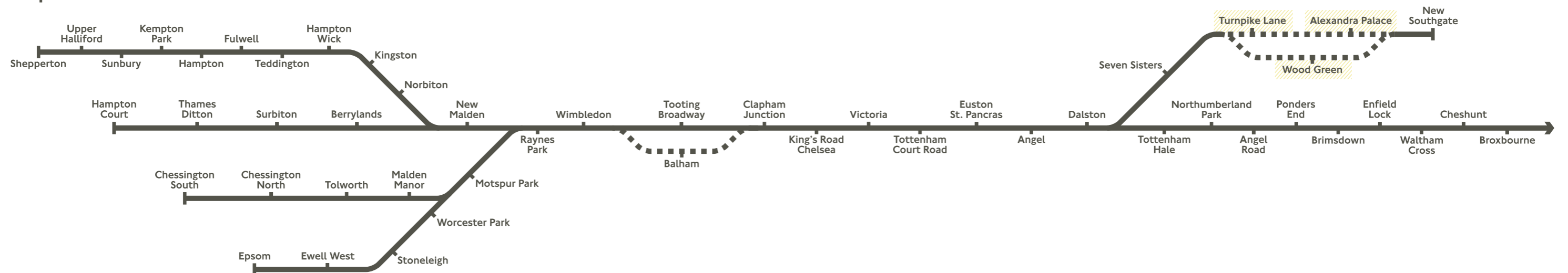
To construct Crossrail 2, we would require two worksites:

Site A – includes Turnpike Lane bus station, Westbury Arcade and a section of Langham Road. This site would be used for the construction of the new Crossrail 2 station, southern station vent shaft and station tunnelling works. It also requires the realignment of Langham Road. The Grade II listed toilet block within this site would be retained and protected during works.

Site B – includes the British Home Stores site and would be used for the construction of the northern station vent shaft and station tunnelling works.



Proposed Crossrail 2 stations



Alexandra Palace Station

Why do we need Crossrail 2 at Alexandra Palace?

Alexandra Palace currently experiences overcrowding on services to central London. A Crossrail 2 station at Alexandra Palace would provide a new interchange with National Rail services (Great Northern) to provide passengers with a high frequency, high capacity route into central London and the West End.

A station at Alexandra Palace would also unlock the potential for additional homes and jobs and help to support the redevelopment of Alexandra Palace (the venue) to accommodate more events in the north of London. The station would benefit from roughly double the amount of services that it currently receives.

Local benefits

A Crossrail 2 station in this area would:

- Offer improved journey opportunities with approximately 15 Crossrail 2 trains per hour
- Reduce crowding on existing National Rail services, which includes Great Northern services into Moorgate
- Provide step-free access from the street to Crossrail 2 platforms and between Crossrail 2 and National Rail platforms
- Add station capacity allowing up to 2,000 more passengers to use the station in peak hour
- Enable over 390,000 more people to get to Alexandra Palace within a 45 minute journey time to support further growth of the Alexandra Palace area
- Provide people living in the Alexandra Palace area with access to around 240,000 more jobs within a 45 minute journey time
- Enable more people to access the Alexandra Palace events venue
- Increase the likelihood of obtaining a seat on services towards Central London during the morning peak

The proposal

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

- 2 x 250m long platforms, which would be around 15m below ground level to the top of the tunnel
- A new station entrance and ticket hall onto Station Road
- A potential second entrance onto Bedford Road to serve the Alexandra Palace events venue

To construct Crossrail 2, we would require two main worksites and one smaller site within and to the west of the National Rail station.

Site A – is Network Rail owned land, with a portion leased for commercial use. This site will be used for materials storage, staff facilities and for construction of the northern station vent shaft. This will be the main site for station tunnelling works.

Site B – This site is required for construction of the station box, station entrance and southern station vent shaft. As a result, the realignment of Station Road and the entrance to Heartlands High School is required. Some station tunnelling works may also be carried out from this site.

Site C – Would be used for the construction of a new interchange bridge between Crossrail 2 services and National Rail services and a potential new station entrance on Bedford Road.



Minimising our impact

Drawing on Crossrail 1's experience of building stations, a Crossrail 2 station is estimated to take 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.

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

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 be more opportunity to provide feedback on Crossrail 2 as the scheme develops.

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