

TfL and Network Rail's consultation on Crossrail 2 Response from London First

The online consultation (including background material) can be accessed via the following link. <http://www.tfl.gov.uk/corporate/projectsandschemes/27405.aspx>
For ease, a copy of the questions - with accompanying draft responses – follows below.

“Please let us know if you support the principle of Crossrail 2 and if so, whether you support the Metro option or Regional option by answering the questions set out in this survey.”

1 Please supply your postcode

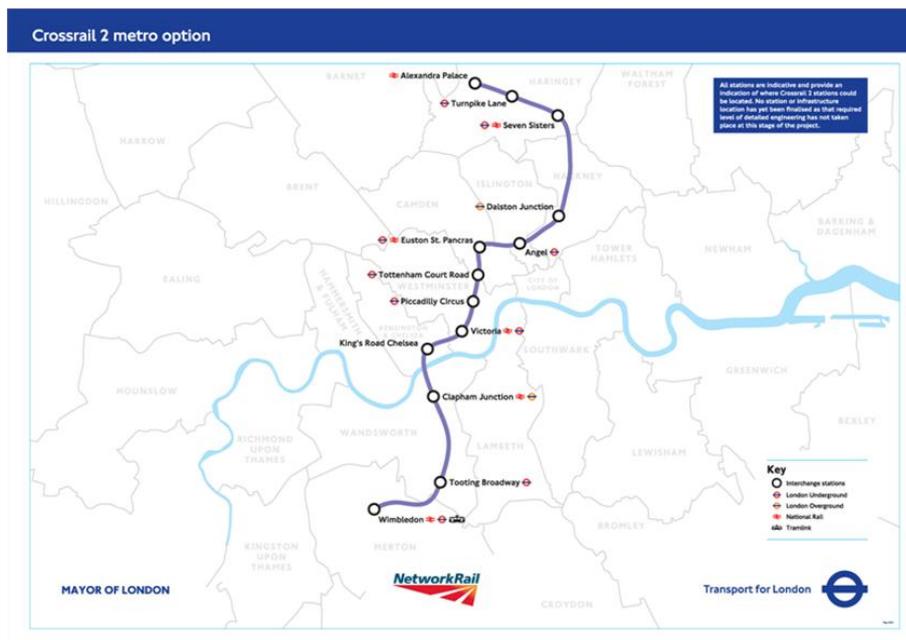
WC2H 7HA

Is this your Home or Work postcode?

- Home
- Work

2 Do you support the principle of Crossrail 2?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose



- Rapid population and central London employment growth will create the need for significant additional capacity on London's transport networks from the mid 2020s onwards. Over the next 20 years, employment in London – mostly in central London – is projected to rise by 700,000 and the capital's population is expected to rise by 1.5 million to almost 10 million, its highest level ever.
- Despite significant investment in London's transport infrastructure, London's rail and underground networks are heavily congested in peak hours. Committed investment through Crossrail 1, the Tube upgrade programme and Thameslink will increase commuting capacity over the coming decade by around a third. But even with this investment, demand on rail and underground services over the next 20 years is set to significantly outstrip capacity. We therefore need to begin detailed planning for the next generation of transport improvements now.
- A new south-west to north-east rail line, Crossrail 2, should be built to provide suburban and regional services between parts of Middlesex and Surrey in the south-west and Hertfordshire in the north-east, via a new central tunnel between Wimbledon and Tottenham, with a spur to Alexandra Palace.
- Crossrail 2 would transform capacity and services on some of the most crowded sections of the Underground network, particularly those which serve the congested central London termini of Waterloo, Victoria, Euston, King's Cross and St Pancras, and the equally congested interchange station of Clapham Junction. It would relieve the entirety of the Victoria line, and much of the Northern and Piccadilly lines, all of which are forecast to see substantial growth in demand and congestion despite expected improvements from line upgrades.
- Connecting the central underground section of line to suburban rail lines in both the SW and NE significantly enhances the benefits from a conventional metro option offering no through trains. Areas in south-west London such as Wimbledon, Kingston, Surbiton and Epsom could potentially benefit through significant extra capacity and improved service frequency and reliability, and substantially shorter journey times into central London. Destinations further afield, such as Woking, Basingstoke, Southampton and Portsmouth, are potential indirect beneficiaries.
- Crossrail 2 would also provide vital new connectivity for Islington, Hackney, Tottenham and the Lee Valley in north-east London. It could help drive regeneration in these areas in the same way that the extension of the Tube into London's north-west suburbs drove London's expansion in the 1930s and the extension of the Jubilee Line eastwards spurred regeneration of the Docklands and east London through the 1990s and onwards.
- The proposed route would also provide much-needed capacity at Euston, which will be congested to unmanageable levels by the late 2020s, even without the planned high-speed rail link to Birmingham and the North, High Speed 2 (HS2). The plans to extend HS2 beyond Birmingham to Leeds and Manchester would make the pressures on the Underground network at Euston even more acute and further strengthen the case for Crossrail 2. A single Crossrail 2 station should

serve Euston, King's Cross and St Pancras, with below surface connections to all three.

- Initial calculations put the cost of the Crossrail 2 regional option at approximately £12 billion. After considering other types of service and route options, the task force concluded that the proposed Crossrail 2 regional scheme was by far the most cost-effective method of delivering the necessary step-change in capacity required. Without Crossrail 2, at least £6bn would need to be spent on incremental improvements to existing tube and rail infrastructure, offering a fraction of the benefits, while still leaving London congested.
- An initial assessment of current and projected transport investment in London indicates that Crossrail 2 would not necessarily require a significant increase in spending above current levels. While the Tube upgrade programme will be an ongoing process, public investment in Crossrail 1 and Thameslink will come to a close by the end of this decade. Without Crossrail 2, public investment in major new capacity around London would substantially reduce, despite acute capacity and employment pressures in central and suburban London.

The report was welcomed by the Mayor and government and has helped stimulate a more widespread debate on Crossrail 2. As a result of those discussions, and following further consultation with our members, we would like to emphasise the following additional points:

- The regional route is supported by the overwhelming majority of our members, based on the significantly greater connectivity it provides. We would strongly encourage the Mayor to opt for the Crossrail 2 regional option following this consultation. Future safeguarding should be on the basis of the regional route.
- We would encourage TfL and the DfT to launch the review of the safeguarded route early in 2014 and complete it promptly. This is both to protect variations from the existing safeguarded route, as well as to release prime development land in central London where safeguarding need no longer apply. Safeguarding can have a major impact through blight and should be applied proportionately.
- We note the limited information available at this stage on precise regional route options and service patterns in both the SW and NE, and would encourage TfL and Network Rail to set out a greater level of detail on the potential direct and indirect benefits of the Crossrail 2 regional scheme.
- There is a live debate about options for the precise route of the regional scheme, particularly in the NE. In particular, there is strong interest in the scope for Crossrail 2 to improve connectivity to Stansted airport – whether through a direct link or indirectly. We strongly support the general principle of improving Stansted's rail links to London, and would welcome an evidenced response from TfL and Network Rail on the scope for the Crossrail 2 regional option to support this objective, whether directly or indirectly.
- We welcome the further work undertaken by TfL on the delivery timescale for Crossrail 2. We strongly support a timetable which sees further detailed

development work take place over the next five years, ahead of a planning application later this decade. This would enable construction to start from the beginning of the 2020s, as Crossrail 1 completes, and allow the scheme to open around 2030. The Mayor, Network Rail and Government should now commit the necessary resources to enable further development work to take place on this timetable.

- Given the plans for two separate HS2 hybrid bills in coming years, we would encourage TfL and Network Rail to look seriously at the feasibility of taking Crossrail 2 down the Development Consent Order route, as is being pursued by the Thames Tideway Tunnel. Being reliant on the traditional hybrid bill option could represent a major delivery risk.
- London First is now undertaking further work with its members on potential funding and financing options for Crossrail 2. Our expectation is that a diverse range of funding streams will be required, as was the case with Crossrail 1, which included contributions from public spending, borrowing against future passenger fares, and developer and business contributions. Our further work will assess all potential public and private funding sources, drawing on lessons from Crossrail 1 and other major infrastructure projects and taking into account overall affordability and viability considerations.
- We were extremely pleased to hear the positive references to Crossrail 2 from both the Chancellor and Chief Secretary recently. We welcome the Government's own study on funding options, which we see as a clear recognition of the need for Crossrail 2, and look forward to working closely with TfL, Network Rail and government on further analysis.

“Thank you for giving us your views on Crossrail 2. We would just like to ask you a few questions to help us analyse the consultation responses.”

6 In what capacity are you responding to this consultation?

- As an individual
- As a representative of a community or voluntary organisation
- As a representative of a business

If responding on behalf of a community, business or other organisation, please provide us with the name

London First

7 What is your email address?

This is optional, but if you enter your email address then you will be able to return to edit your consultation at any time until you submit it. You will also receive an acknowledgement email when you complete the consultation. In addition, you will receive project updates when available.

8 Do you have a mental or physical disability that limits your daily activities or the work you can do, including any issues due to your age?

- Yes
- No

9 Please describe your ethnic background

- Asian/Asian British
- White
- Chinese
- Mixed Ethnic background
- Black/Black British
- Other ethnic group

10 What is your age group?

- Under 25
- 25 to 60
- Over 60