
Secretariat memorandum

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Agenda item: 13

LTW473

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Crossrail 2 consultation

1 Purpose of report

- 1.1. To report to members on the consultation on Crossrail 2, which runs until 25 July 2014.

2 Recommendation

- 2.1. Members are asked to note the report and agree key points for inclusion in our response.

3 Information

- 3.1. Transport for London are currently consulting on three specific questions. These relate to different options for the route taken through Hackney and/or Dalston, the route taken through Chelsea, and an extension of the proposed route from Alexandra Palace to New Southgate.

- 3.2. More information can be found at <http://crossrail2.co.uk/>

- 3.3. The scheme includes a line from Angel to a junction where the line splits to Seven Sisters and Tottenham Hale. The route from Angel to this junction can either be via Dalston Junction or Hackney Central.

- 3.4. The option via Dalston Junction would:

- Provide a service via Dalston Junction allowing interchange opportunities with Overground services to Highbury and Islington and south London
- Reduce journey times from Dalston Junction to central London, for example, Dalston Junction to Tottenham Court Road would reduce from 27 to 8 minutes
- Create the potential for an additional Crossrail 2 station at Stoke Newington, subject to feasibility
- Support further growth around Dalston Junction station
- Provide the opportunity to create an interchange between Dalston Junction and Dalston Kingsland stations, to create connectivity with Overground services between Stratford and Richmond

3.5. The option via Hackney Central would:

- Provide a Crossrail 2 service via Hackney Central/Hackney Downs creating an interchange with Overground services to Stratford, Richmond and National Rail services into Liverpool Street via Hackney Downs
- Reduce journey times from Hackney Central, for example, a journey from Hackney to Tottenham Court Road would reduce from 26 to 9 minutes
- Create the potential for a Crossrail 2 station at Clapton, subject to feasibility
- Improve accessibility to areas such as Clapton and Homerton that currently have a lower level of public transport connectivity compared to neighbouring areas
- Support further growth around Hackney Central station

3.6. The consultation also includes a question regarding route options in the Chelsea area. The three options are to continue developing the King's Road safeguarded station, to instead look at a new Chelsea West station, or to miss Chelsea altogether and construct a direct line from Victoria to Clapham Junction.

3.7. The option at King's Road would:

- Provide access to the existing retail and commercial activity along King's Road
- Improve connectivity to the Royal Brompton and Royal Marsden hospitals
- Enable a more direct alignment for the new tunnel between Clapham Junction and Victoria leading to a slightly quicker journey times than the alternative option
- Benefit from the current proposal that is in place
- Create a station in an area currently not served by rail

3.8. The option at Chelsea West would:

- Improve accessibility to the southern part of the Borough and improve access to this area from the rest of London
- Provide access to the Chelsea and Westminster Hospitals
- Create a station with the potential to serve the area towards Lots Road and Imperial Wharf where considerable new development and population growth is planned
- Create a station in an area currently not served by rail

3.9. The option to run direct from Victoria to Clapham Junction would not provide any accessibility benefit, but would save over £1bn in construction costs, and speed up journeys from the South West to central London.

3.10. The last item being consulted on is an extension of the previous proposal to terminate Crossrail 2 at Alexandra Palace, instead to extend the line to New Southgate.

3.11. This extension would actually be cheaper to construct, as it avoids the need to relocate the East Coast Main Line depot at Bounds Green, and allows the portal to be built on existing railway land. It also allows an additional interchange with the Great Northern route.

4 Proposed London TravelWatch response

- 4.1. London TravelWatch will respond to the consultation, expressing again our support for the scheme, and our desire to work more closely with Transport for London in the development of the scheme.
- 4.2. With the exception of the New Southgate option, which is a benefit without costs, we propose a relatively neutral response, without clearly favouring any option at Chelsea or Dalston/Hackney. Instead, we would like to suggest that we work closer with Transport for London in understand in more detail the cost/benefits of each and coming to a conclusion as a partner in the decision making process.

5 London TravelWatch priority

- 5.1. The items and issues in this report fall within the remit of London TravelWatch and they meet the criteria for relevance and impact on transport users in the London TravelWatch area as they affect large numbers of transport users, have implications for more than one mode of transport and have an impact on transport users across a wide geographical area.

6 Equalities and inclusion implications

- 6.1. There are no equalities or inclusion implications arising from this report.

7 Financial implications

- 7.1. None – report is for information only.

8 Legal powers

- 8.1. Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight). Section 252A of the same Act (as amended by Schedule 6 of the Railways Act 2005) places a similar duty upon the Committee to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.