

Crossrail 2

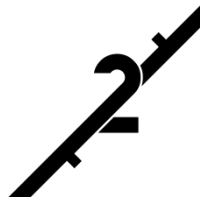
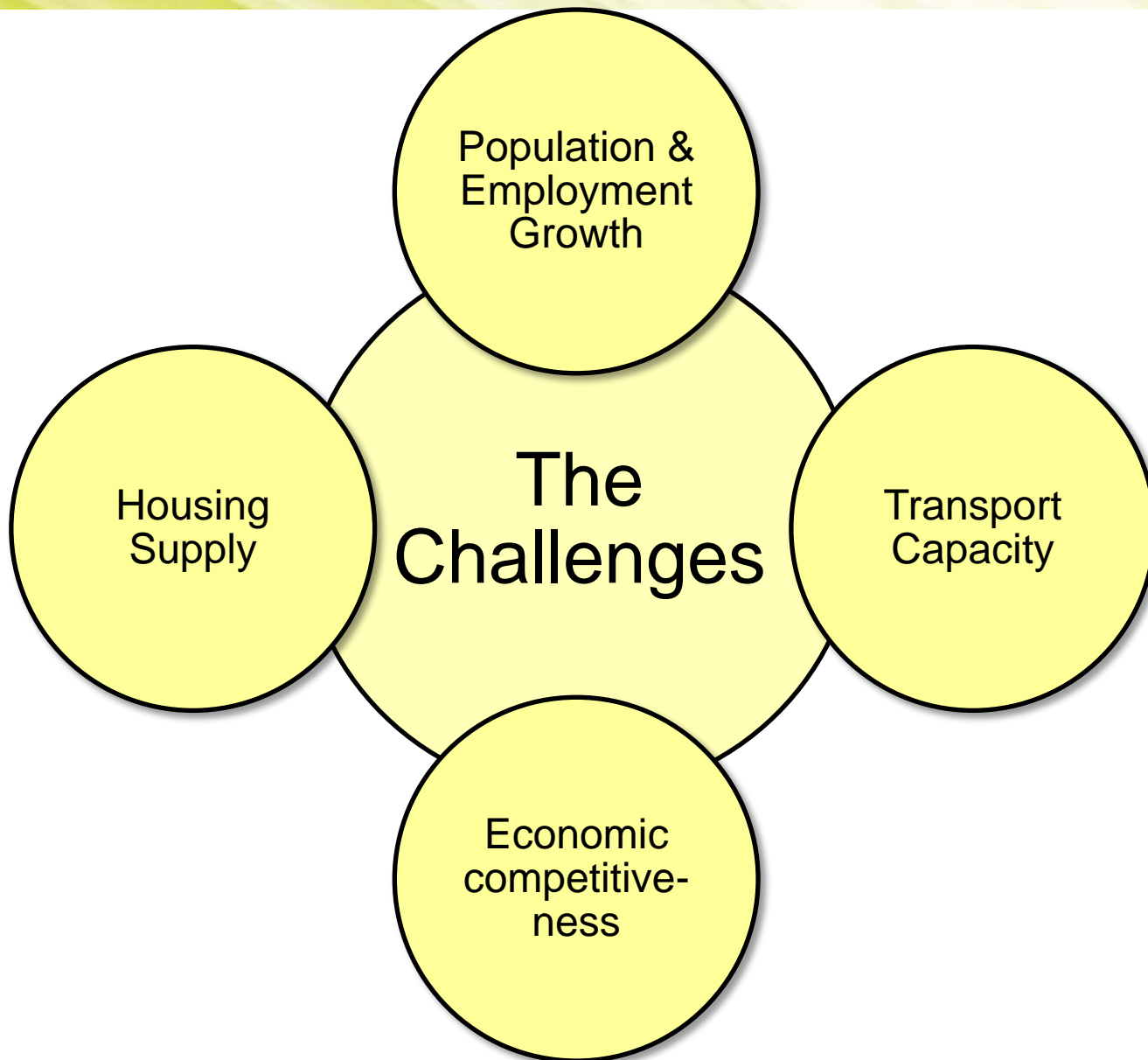
The importance of the West Anglia Main Line to Hertfordshire and the South East

Chris Lynch, Transport for London



Why Crossrail 2?

Four Fundamental Challenges



Key challenges

Population and employment growth

London is growing by...

9 new residents every hour



That's a car load every 26 minutes



or 2 Buses every day



or 2 Tube trains every week



Today the population is

8,600,000

and by 2030, it will be

c.10,000,000

600k

New jobs in London by 2030

West Anglia corridor...

The East of England has the fastest employment growth rates in England outside London

139k

New jobs in the LSC corridor by 2030



360,000

Further population increase by 2031

Housing supply

Growth potential on the West Anglia corridor

“Increasing capacity on the WAML is of substantial importance in unlocking the major opportunities for housing growth in this corridor.”

**National Infrastructure Commission
Transport for a World City
March 2016**

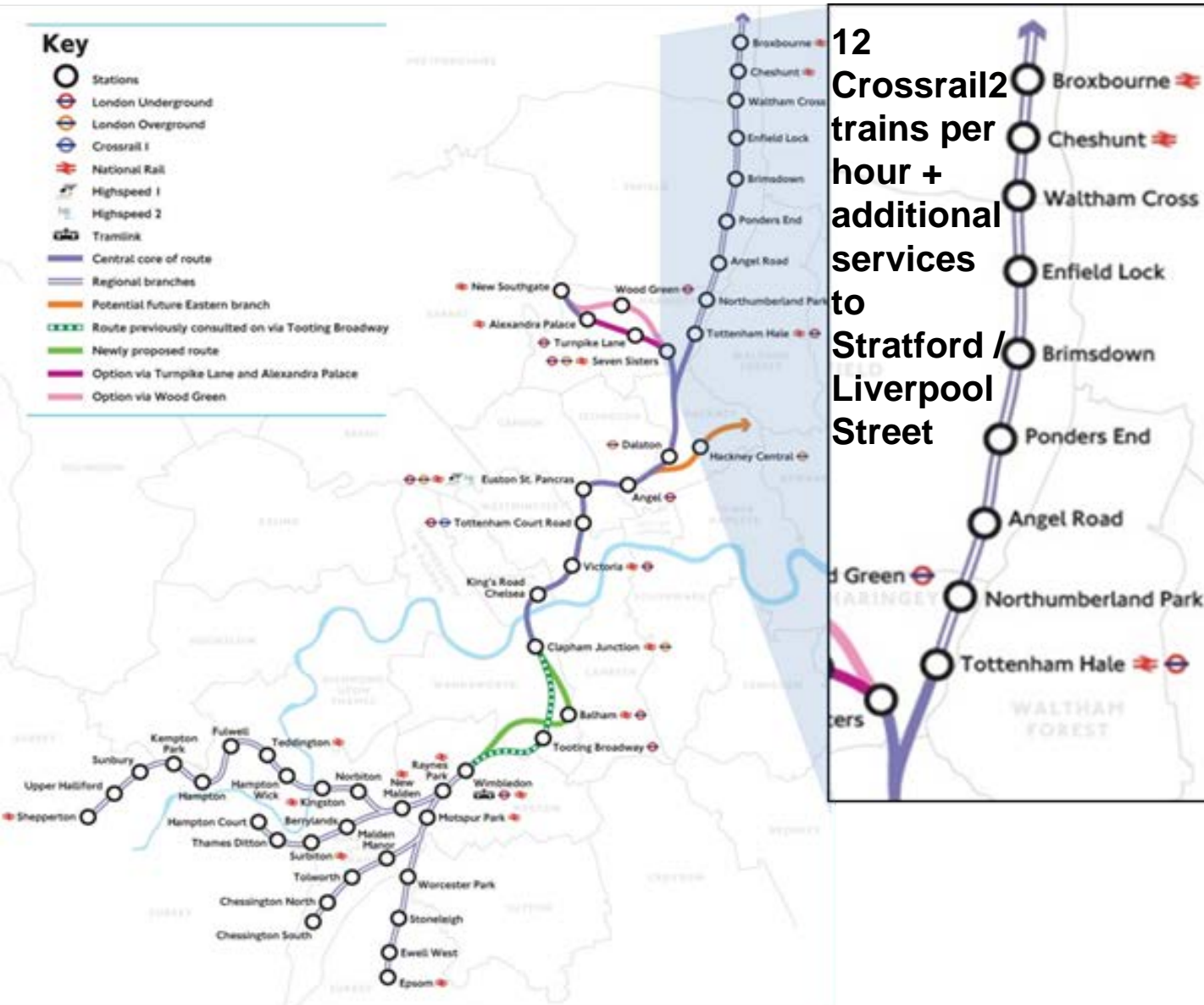


**National Infrastructure
Commission**

The 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



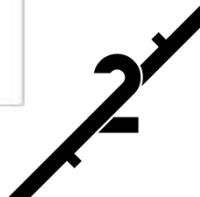
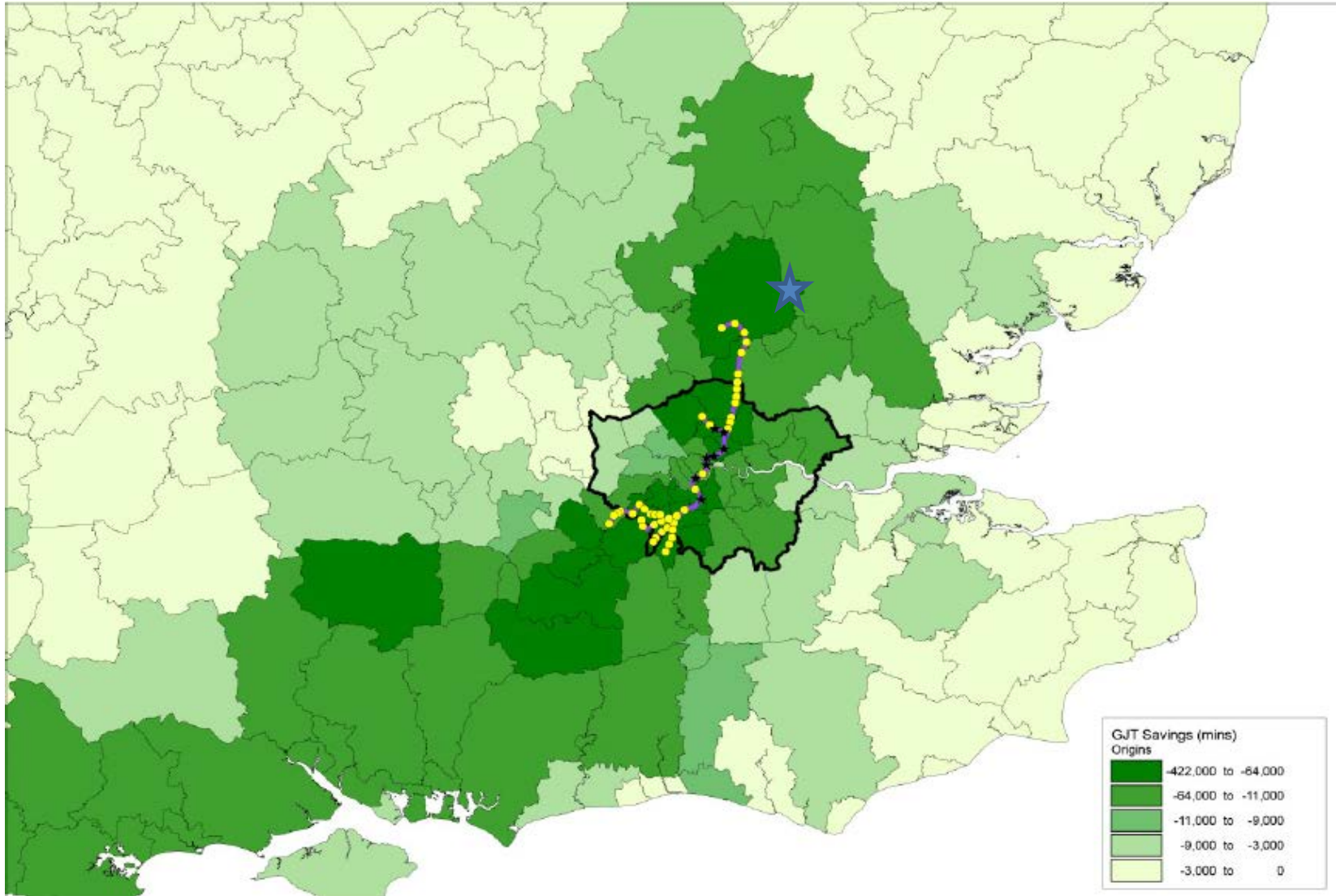
12 Crossrail2 trains per hour + additional services to Stratford / Liverpool Street

- A joint TfL/Network Rail project
- A brand new railway line, serving London and the wider South East.
- Over 70km of tunnel connecting National Rail networks in Surrey and Hertfordshire, through central London. 51 stations served directly by Crossrail 2 services
- Trains every 120 seconds (30 trains per hour) in core section
- Additional rail capacity for 270,000 people in core section
- Construction starts 2023, opening 2033



Crossrail 2

A regional scheme



What does Crossrail 2 mean for West Anglia?

- 12 trains per hour up to Broxbourne
- Connections from fast trains to / from Stansted / Cambridge to Crossrail 2 at Tottenham Hale
- Quicker journeys into and through Central London
- Fast journeys from Central and South London to Tottenham Hale could make Stansted a more viable airport option
- Quicker more reliable, faster, more frequent journeys through four-tracking (Crossrail 2 needs four-tracking)
- Better access to jobs
- Improved access to new labour markets through quicker journeys and unlocking new homes potential

National Infrastructure Commission endorses Crossrail 2

Transport for a World City (2016, National Infrastructure Commission):

*“The Commission’s central finding, subject to the recommendations made in this report, is that **Crossrail 2 should be taken forward as a priority.** Funding should be made available now to develop the scheme fully with the aim of submitting a hybrid bill by autumn 2019. This would enable Crossrail 2 to open in 2033.”*



NIC's 8 Recommendations



National Infrastructure
Commission

Recommendation 1:
Crossrail 2
should be **taken
forward as a
priority** - opening
in 2033.

Recommendation 2:
**Crossrail 2 at the
heart of the new
London Plan,**
alongside existing
commitments and
other pieces of
new infrastructure

Recommendation 3:
**Development funds
released** for business
case by March 2017
and hybrid bill by
autumn 2019 -
c.£160m – TfL to make
a reasonable
contribution.

Recommendation 4:
TfL and DfT to
maximise benefits
and increase
deliverability. **Costs
of Crossrail 2 are
high - improve its
affordability**

Recommendation 5
**'London deal for
Crossrail 2'**
funding agreement
- London
contributes more
than half costs of
the scheme

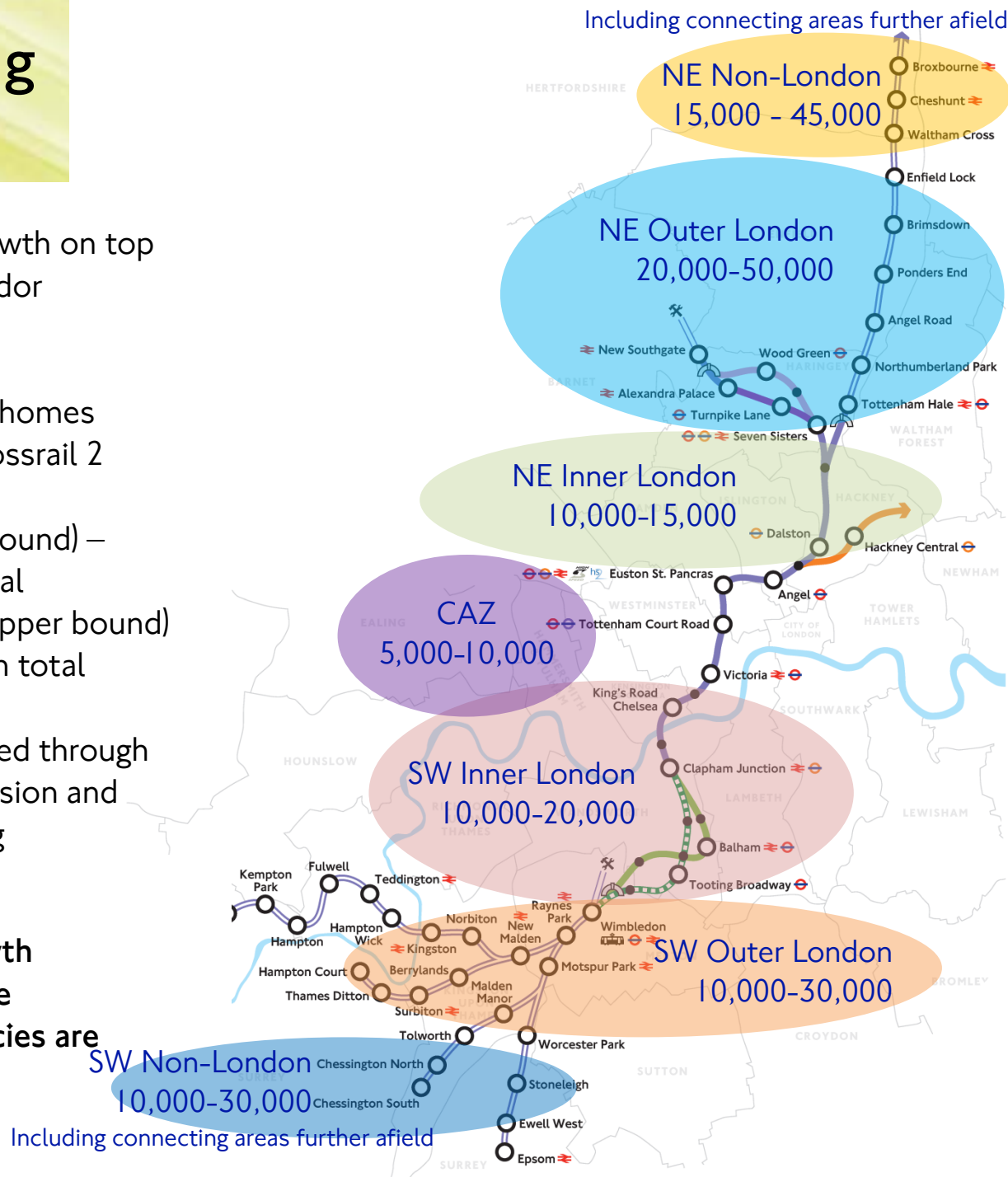
Recommendation 6:
TfL / DfT / other
government
departments &
relevant bodies,
should set out a
plan to **turn
proposed 200,000
homes into a
reality.**

Recommendation 7:
**Maximise private
sector involvement** in
the development and
funding of stations
and their surrounding
areas


Recommendation 8:
Aim should be for
a **hybrid bill to be
submitted by
autumn 2019** – the
first step towards
the railway
opening in 2033.

What's the housing opportunity ?

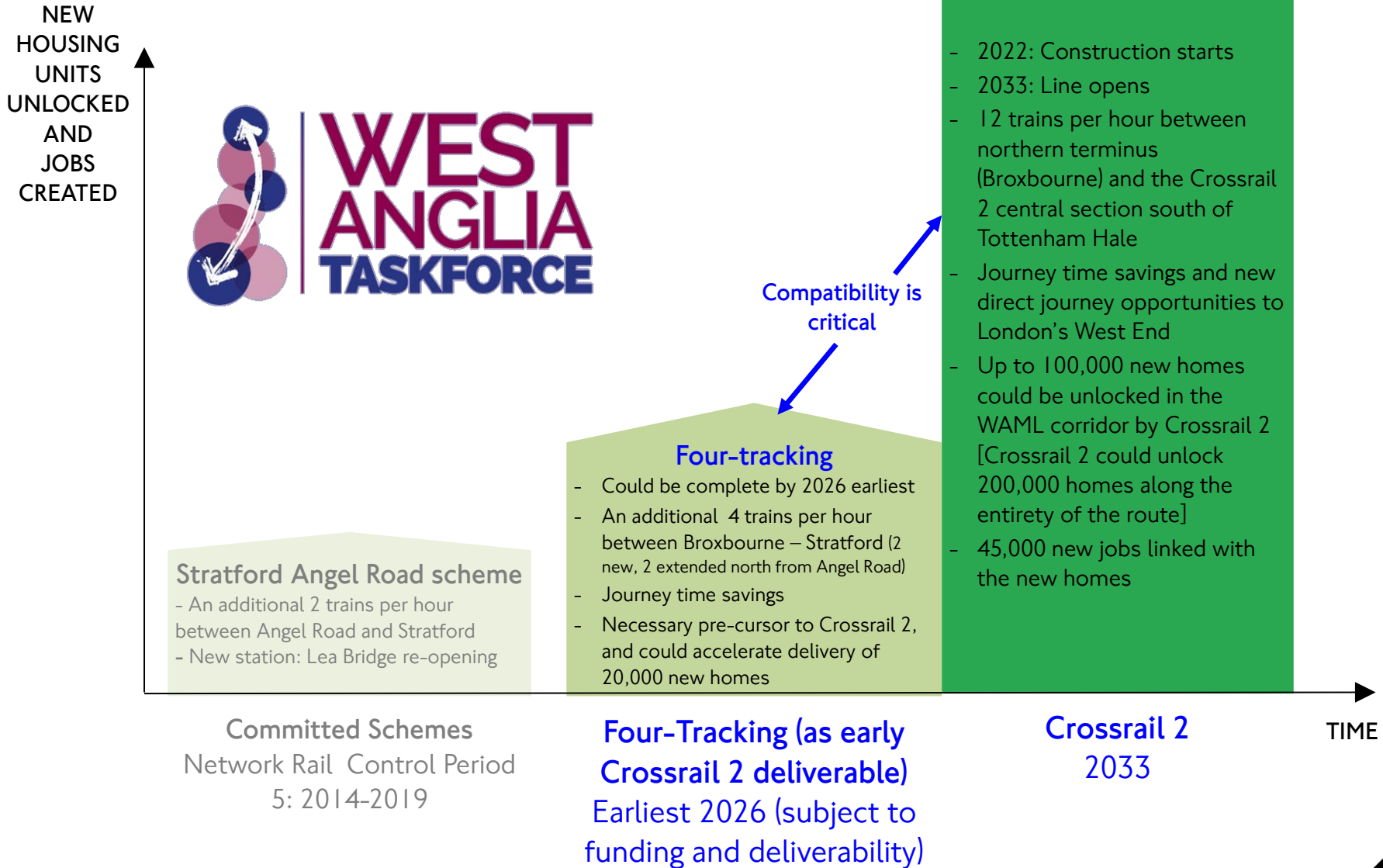
- Figures are to 2060, and are growth on top of the Do-Minimum in the corridor (~90,000 homes)
- Range demonstrates additional homes which could be unlocked by Crossrail 2 under:
 - 'Current practice' (lower bound) – 80,000 extra homes in total
 - 'New Crossrail 2 Policy' (upper bound) – ~200,000 extra homes in total
- Our assumptions are being tested through the Crossrail 2 Growth Commission and engagement with Local Planning Authorities
- **Potential for even higher growth numbers to be realised if more ambitious Crossrail 2 led policies are taken forward**



Supporting Sub-Regional Employment Centres: How & Why?

- The wider South East region remains one of the most successful economic regions in the world. It's success is based on:
 - A highly skilled labour market
 - World class higher education and research institutes
 - A strong regional and commuter railway – London-Stansted-Cambridge and M3 Corridor
 - Access and proximity to central London and Europe's golden triangle encompassing northern France, Germany and the Benelux countries
 - International connections through Heathrow, Stansted and other airports
 - There is a long standing attraction of areas in outer London and the 'inner' South East to accommodate:
 - Regional headquarters (HQs) for international corporates
 - UK HQ operations
 - Secondary office operations for those with premium central London locations
 - Regional operational offices for UK firms
 - Localised small and medium sized (SME) activity
 - Crossrail 2 can improve the attractiveness of key employment centres along the route by:
 - Improving attractiveness of locations for secondary office locations by improving public transport connectivity to premium employment centres
 - Opening up or strengthen existing customer markets by increasing population catchments
 - Expanding labour market catchment areas
- 

The potential timing of investment



Programme and next Steps

A programme for delivery – challenging but achievable!



Key milestones:

- Review of NIC recommendations and further scheme optimisation – now!
- Consultation – late 2016
- Submission of updated Outline Business Case - 2017
- Submission of a bill by Spring 2019
- Start construction – 2022
- Full service open 2033

Thank you

Chris Lynch