

# What benefits will Crossrail 2 bring to the East of England?

Chris Moores  
30 June 2016



# **1. Introduction**

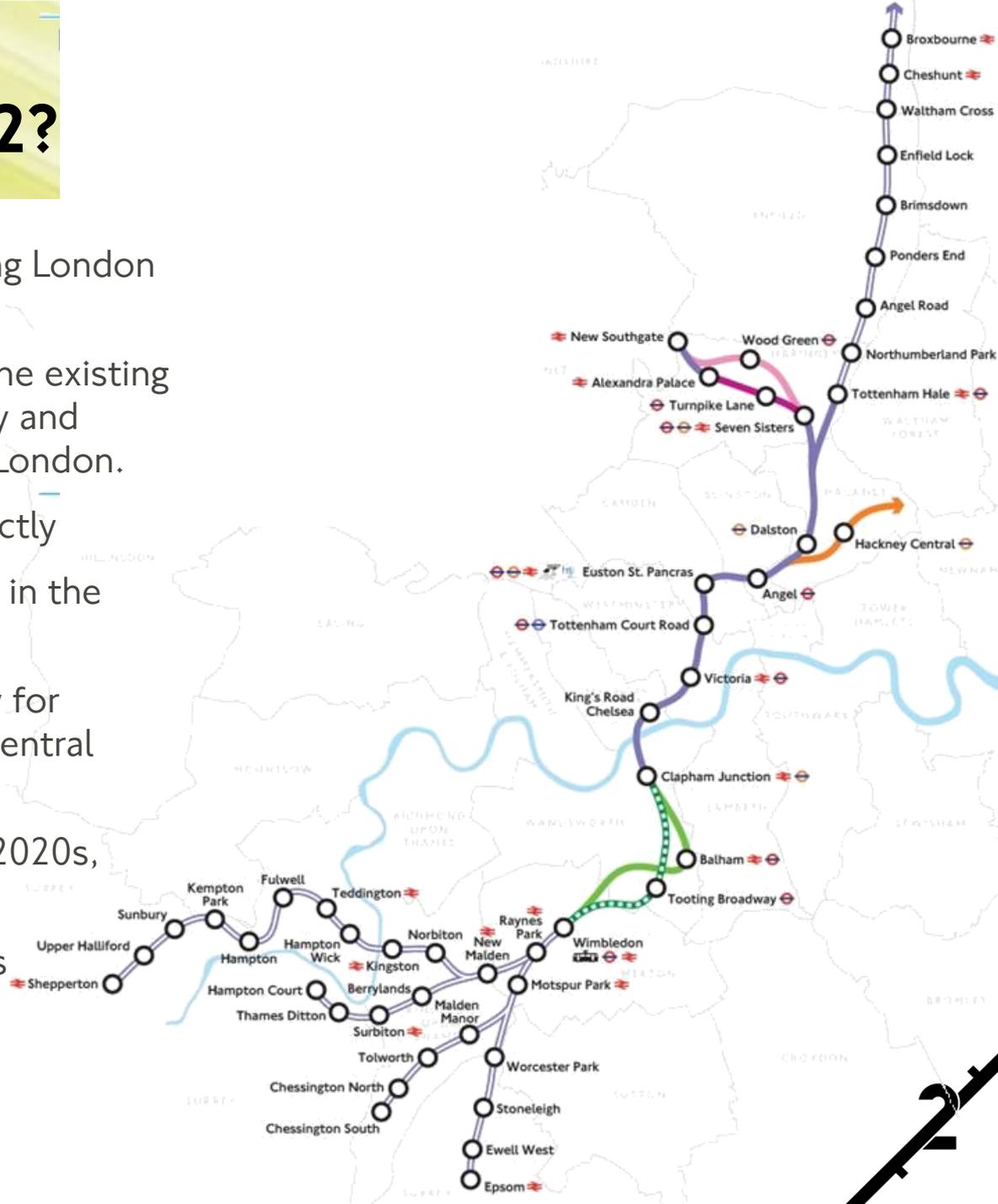
2. Long term challenges

3. What rail investment unlocks

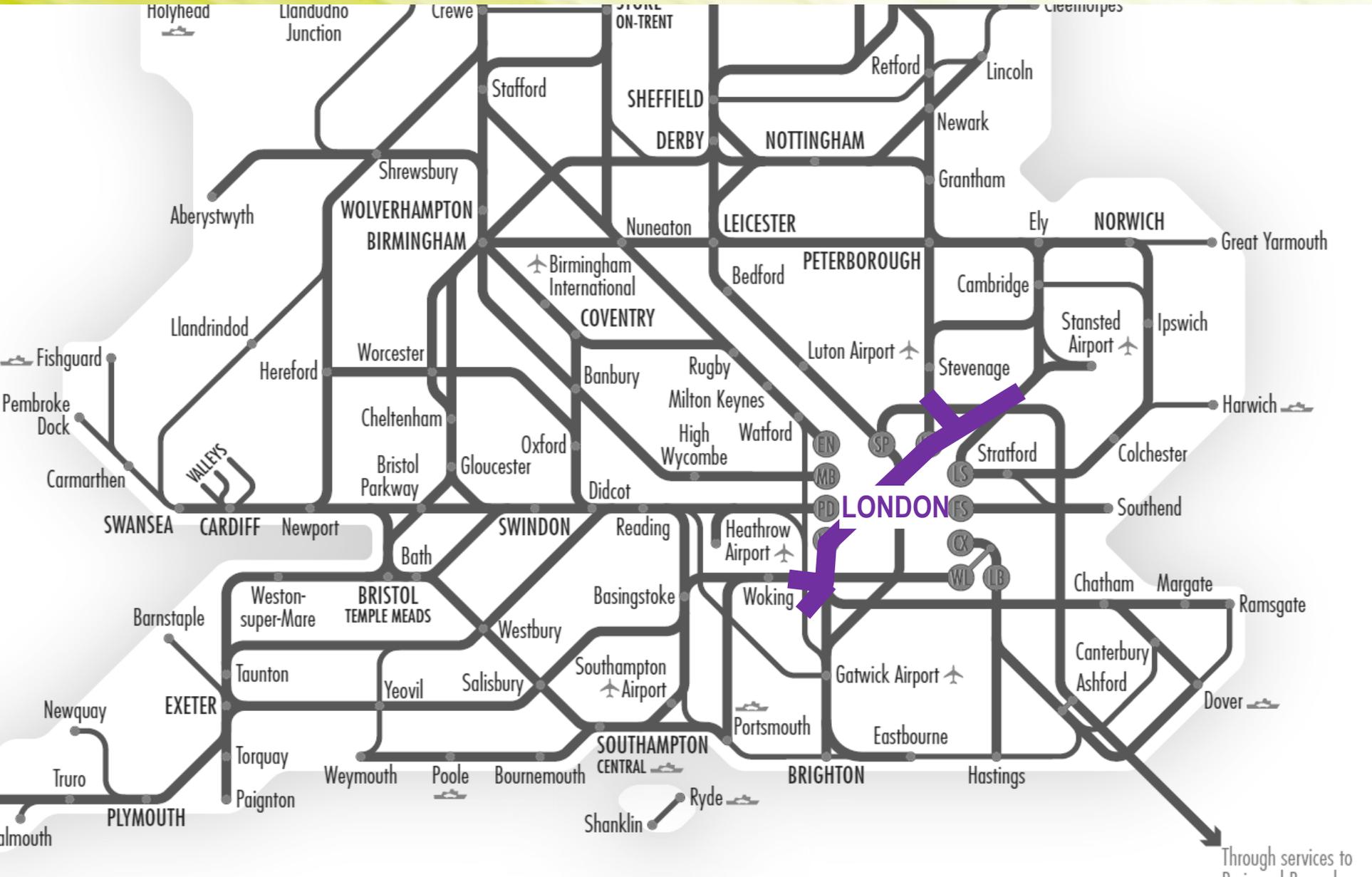
4. Next steps

## What is Crossrail 2?

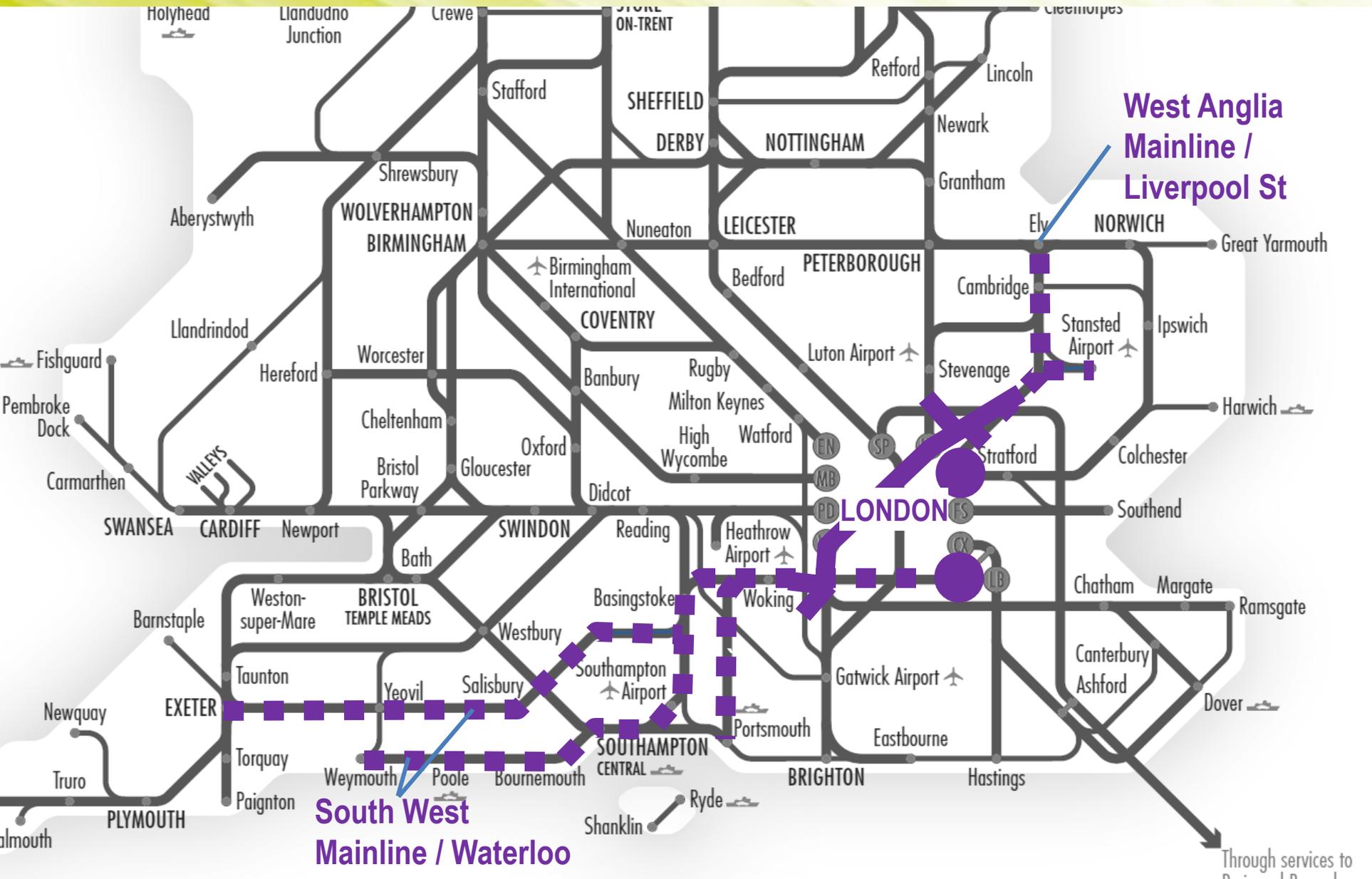
- A brand new railway line, serving London and the wider South East.
- 2 x 38 km tunnels connecting the existing National Rail networks in Surrey and Hertfordshire, through central London.
- **Around 50 stations** served directly
- 30 trains per hour per direction in the core
- Provides additional rail capacity for **270,000 people** to travel into central London during the peak period
- Construction could start early 2020s, with the scheme open in 2033
- Cost circa **£30bn** in 2014 prices
- Joint TfL/Network Rail project



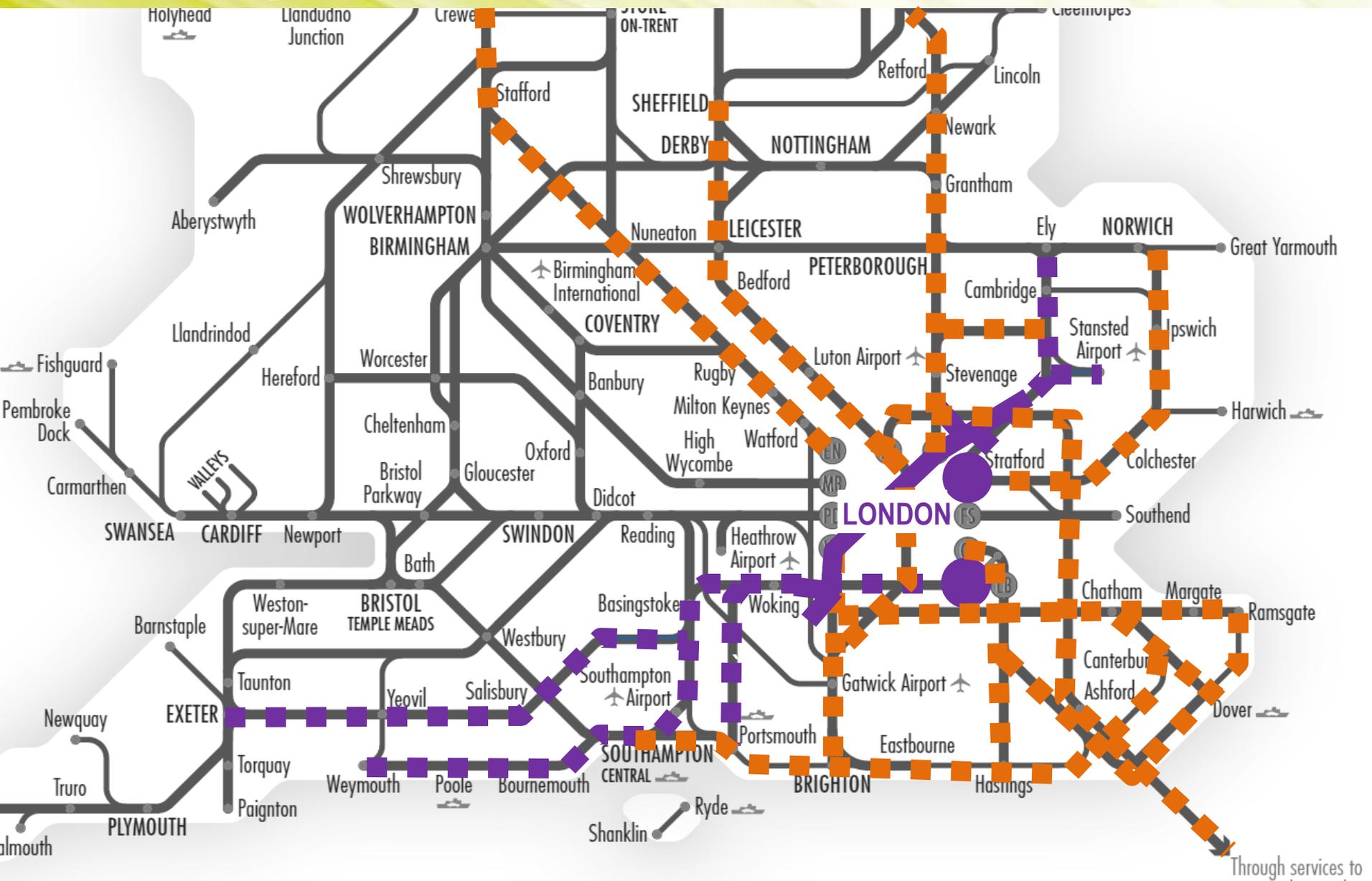
# The scheme may have a relatively small geographical scope...



# But it relieves mainline railways serving two of London's busiest termini stations



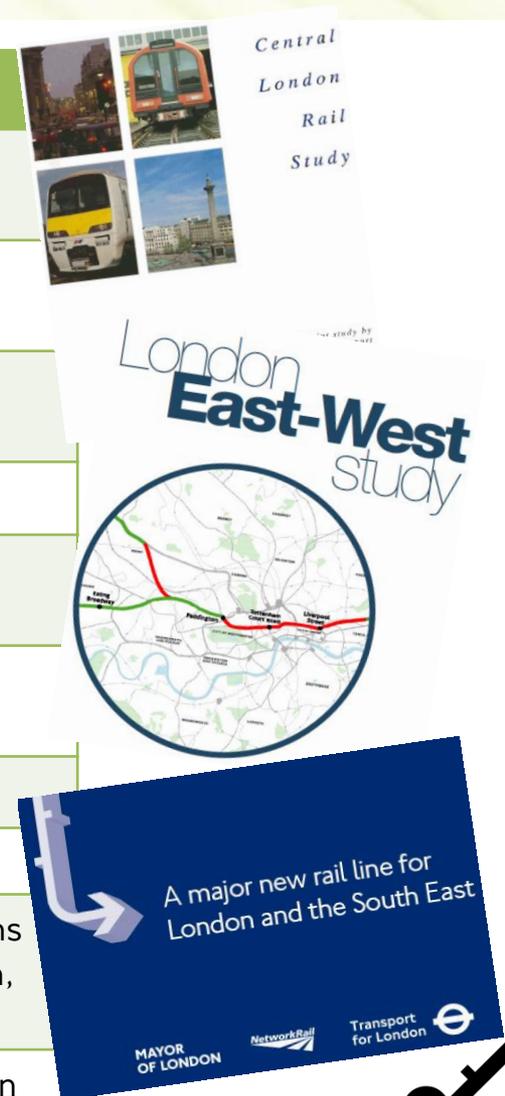
..And will impact a wide network, being one interchange from more than 800 national rail stations



Through services to  
Plymouth

## A brief history of Crossrail 2

Year	Outcome
1944	Concept of a cross London tunnelled rail service introduced in the Greater London Plan
1974	London Rail Study proposes Chelsea-Hackney underground line to serve future demand
1989	Central London Rail Study provides further support for Chelsea-Hackney line as part of wider need for additional rail capacity
1991	Chelsea-Hackney line adopted and safeguarding directions issued
2000	London East-West Study recommends further study to look into feasibility of Chelsea-Hackney line, to be delivered post-Crossrail
2002-2008	Ongoing engineering feasibility, planning and optioneering work on Chelsea-Hackney line.
2008	Crossrail Bill becomes a Parliamentary Act
2008	Safeguarding directions for Chelsea-Hackney line updated
2009	DfT asks TfL to review the case for the scheme, identify new options in light of the emerging Mayor's Transport Strategy and London Plan, and to refresh safeguarding
2010 / 2011	MTS supports new rail capacity in SW-NE corridor. NR emphasise in South East RUS crowding on SWML and WAML could be reduced by Crossrail 2



## Public consultations held to date

### 2013

- Principle of Crossrail 2
- Metro and Regional scheme options

### 2014

- Regional scheme: stations served
- Options relating to three specific areas of the route

### 2015/16

- Preferred route along with proposed locations of stations, ventilation shafts, and worksites



# The West Anglia Taskforce



The Taskforce was created in January 2015 by the Government, to assess various options for improving the West Anglia Main Line in order to support potential economic and population growth along the London-Stansted-Cambridge corridor.

Members of the Taskforce:

**Rt Hon Sir Alan Haselhurst MP**

MP for Saffron Walden

**Rt Hon David Lammy MP**

MP for Tottenham

**Cllr Kevin Bentley**

Essex County Council

**Cllr Ian Bates**

Cambridgeshire County Council

**Cllr Derrick Ashley**

Hertfordshire County Council

**Cllr Tim Wotherspoon**

South Cambridgeshire District Council

**Cllr Joe Goldberg**

London Borough of Haringey

**Cllr Doug Taylor**

London Borough of Enfield

**Andrew Harrison**

Stansted Airport

**Alex Plant**

Cambridge Ahead

**Professor Greg Clark CBE**

London Stansted Cambridge Consortium

**Mark Reeve**

Greater Cambridge Greater Peterborough LEP

**Michèle Dix CBE**

Crossrail 2

**Paul Harwood**

Network Rail

**Stuart White**

Department for Transport

**Fiona Fletcher-Smith**

Greater London Authority



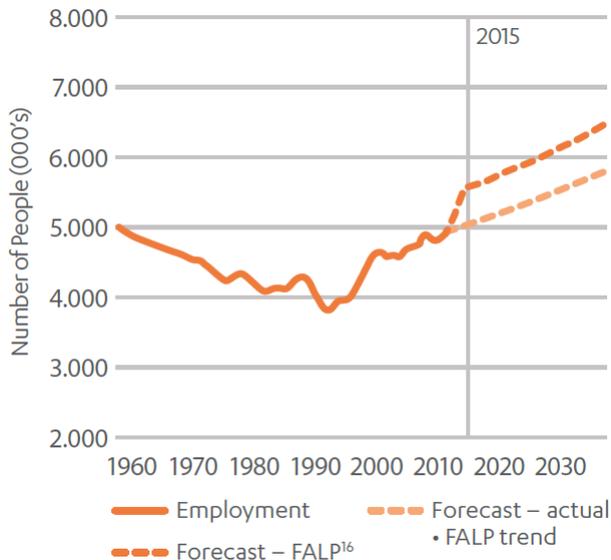
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## London and the South East region is growing

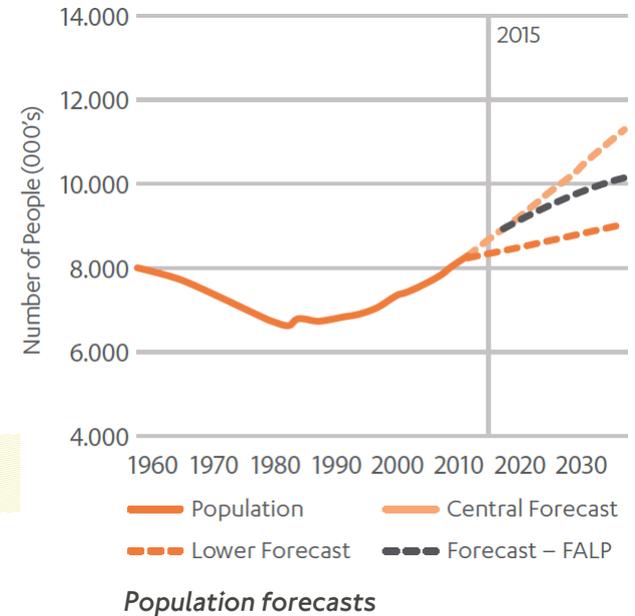
There are more people living in London than ever before, and numbers are set to grow...

London's population has grown considerably over the last two decades. At the end of 2015, London's population was 8.6 million, equalling its previous high point of 1939.

**By 2030, London's population will reach 10 million**

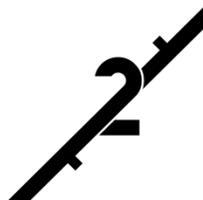


Employment forecasts



Population forecasts

**London's economy is also growing.** The number of jobs in London is projected to grow by 800,000 over the next 20 years



# West Anglia's growth challenge

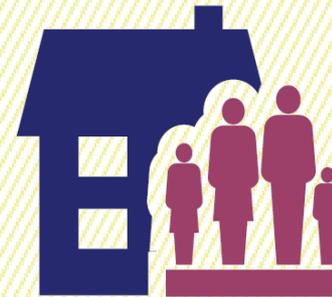
The West Anglia region has a growing population.

The corridor between London and Cambridge competes with the likes of Silicon Valley for investment and global skills.



**2.7m**

Residents along  
the route



**360,000**

Further population  
increase by 2031



**£226bn**

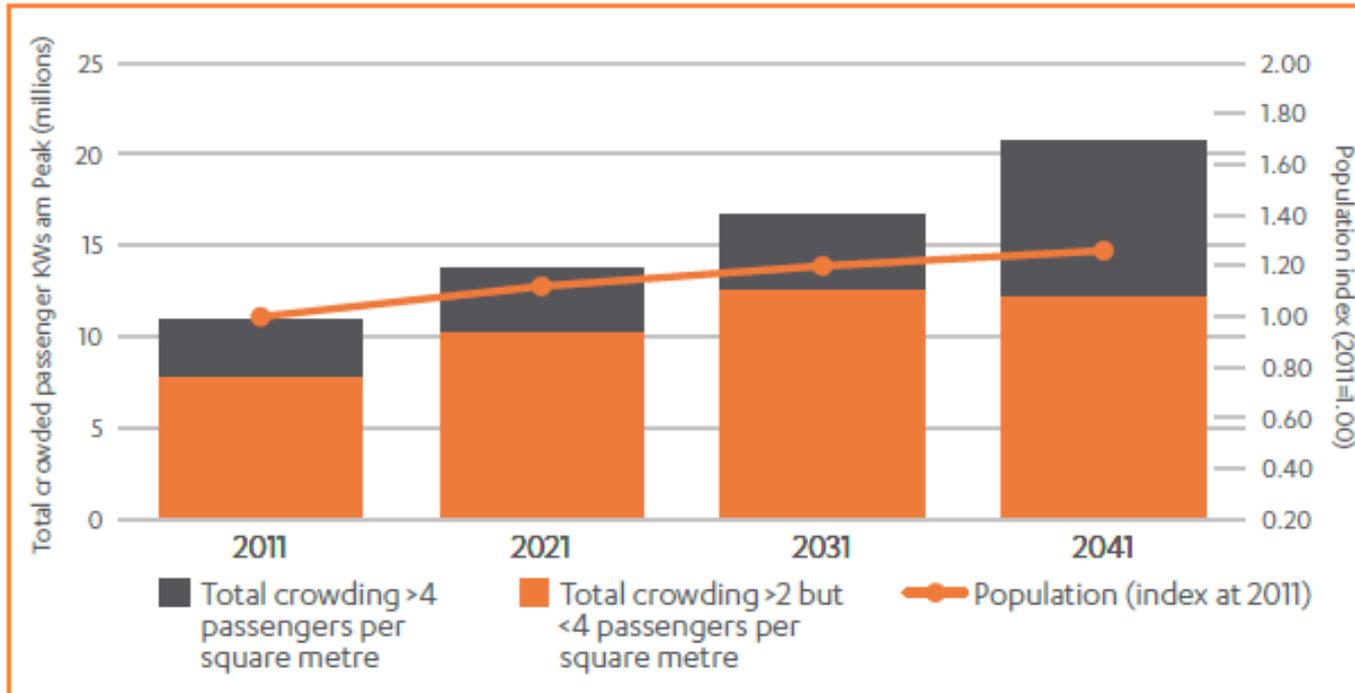
Need to sustain a growing  
economy currently worth

## Levels of demand and crowding will increase

The number of people using public transport across the region is expected to grow in line with forecast population and employment growth.

By **2031** the number of passenger kilometres travelled in crowded conditions is set to increase by **50%**

### London and South East rail network: network-wide crowding



## WAML challenges - crowding

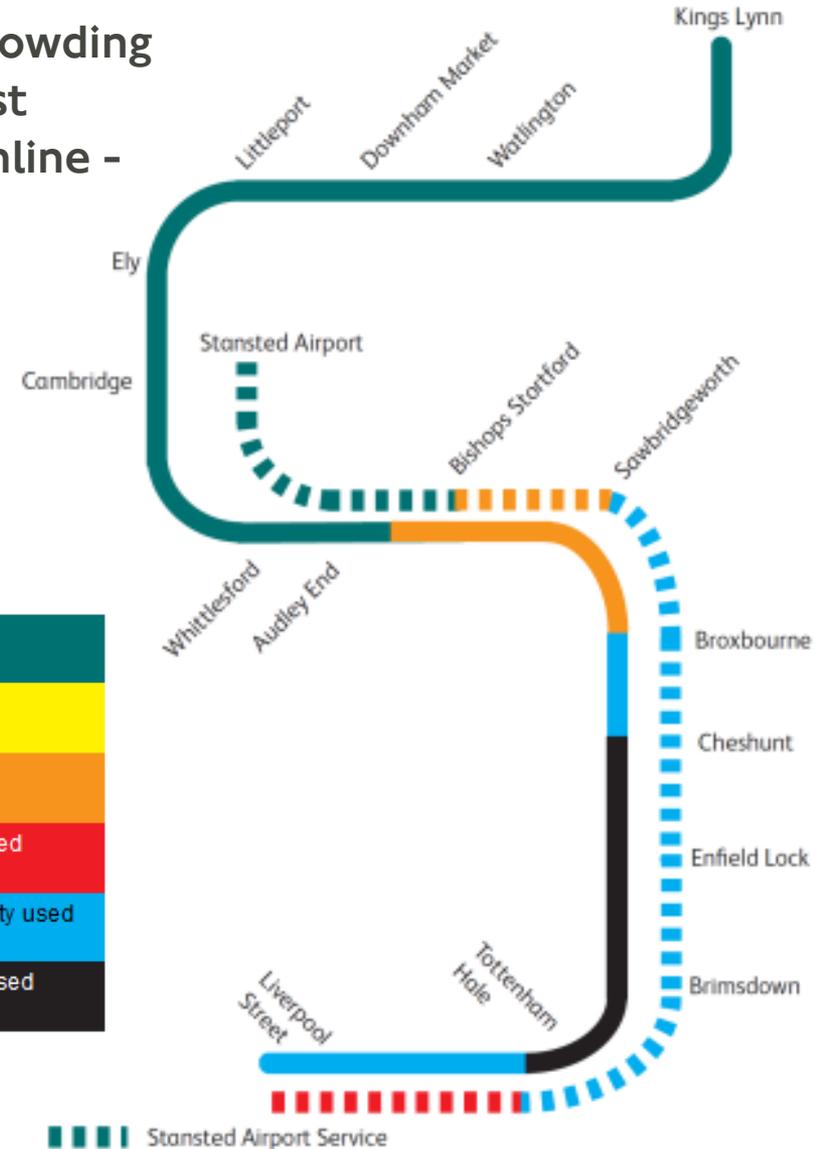
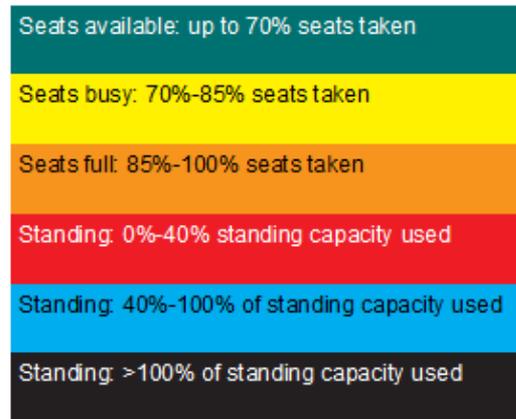
Forecast growth demand will place further stress on the existing infrastructure



# 39%

Network Rail forecast demand on the West Anglia railway to increase by 39% to 2043 on 2013 levels

### Forecast crowding on the West Anglia Mainline - 2033



## WAML challenges – performance (i)

Limited line capacity on the West Anglia Mainline (WAML) means:

- Delays often have knock-on effects on subsequent services

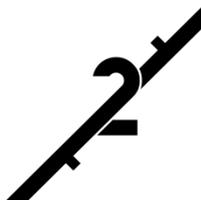
For WAML services, knock-on effects account for more than **70 per cent** of the total impact of delays.

Typically, every minute of primary delay to services between Broxbourne and Tottenham Hale causes an **extra three minutes** of delay to other services in response.

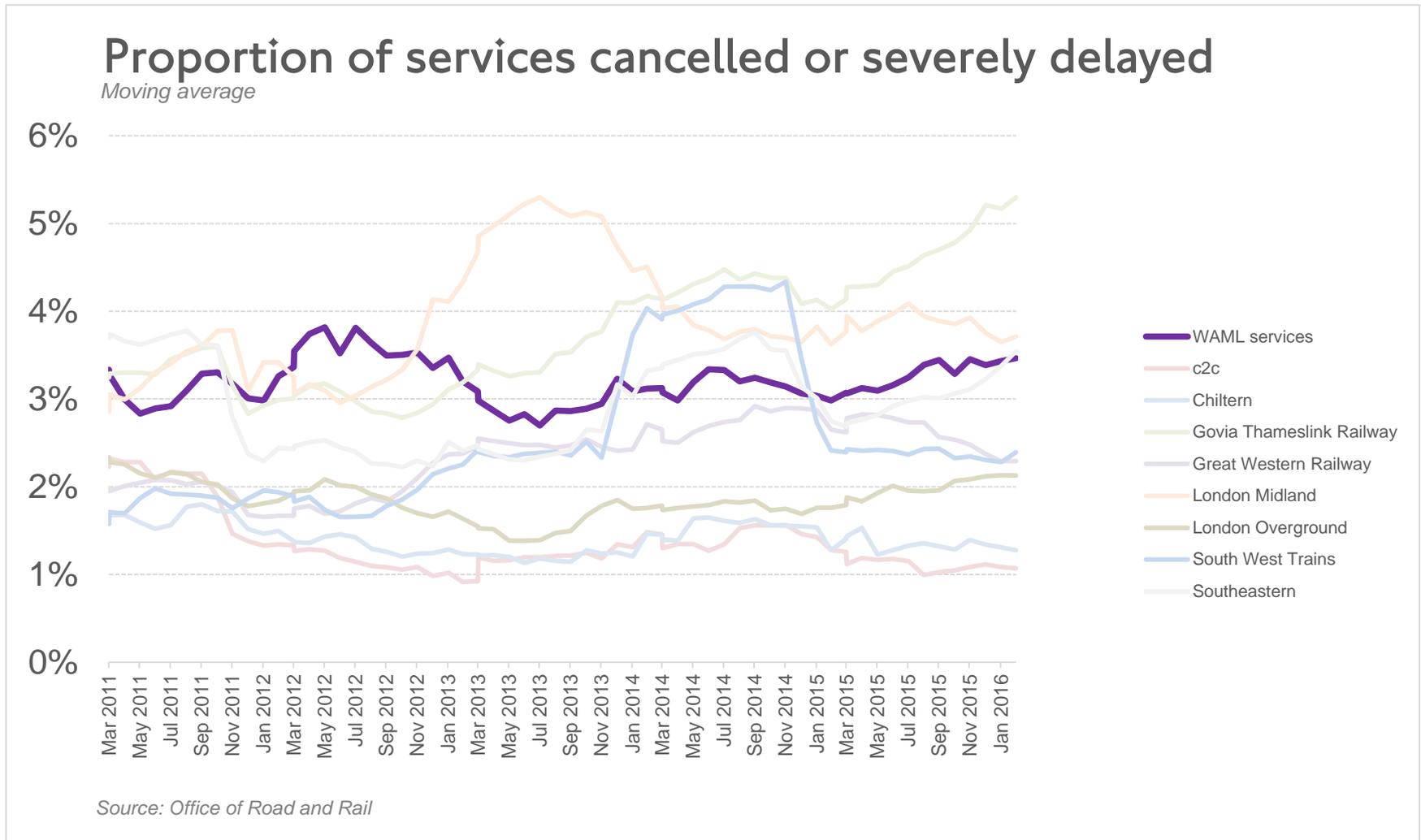
- These effects are reflected in Abellio Greater Anglia performance measures:

Train operating company	PPM (%)	PPM (%) Moving annual average
C2C	98.0 (highest)	96.7 (highest)
Chiltern	95.6	94.4
South Eastern	93.1	86.9
Stagecoach South West Trains	92.6	90.1
Abellio Greater Anglia	92.1	89.3
Govia Thameslink	82.7 (lowest)	81.5 (lowest)

Public Performance Measure (PPM) by TOC, London and South East, 2014/15 (period 13)  
Office of Road and Rail



## WAML challenges – performance (ii)

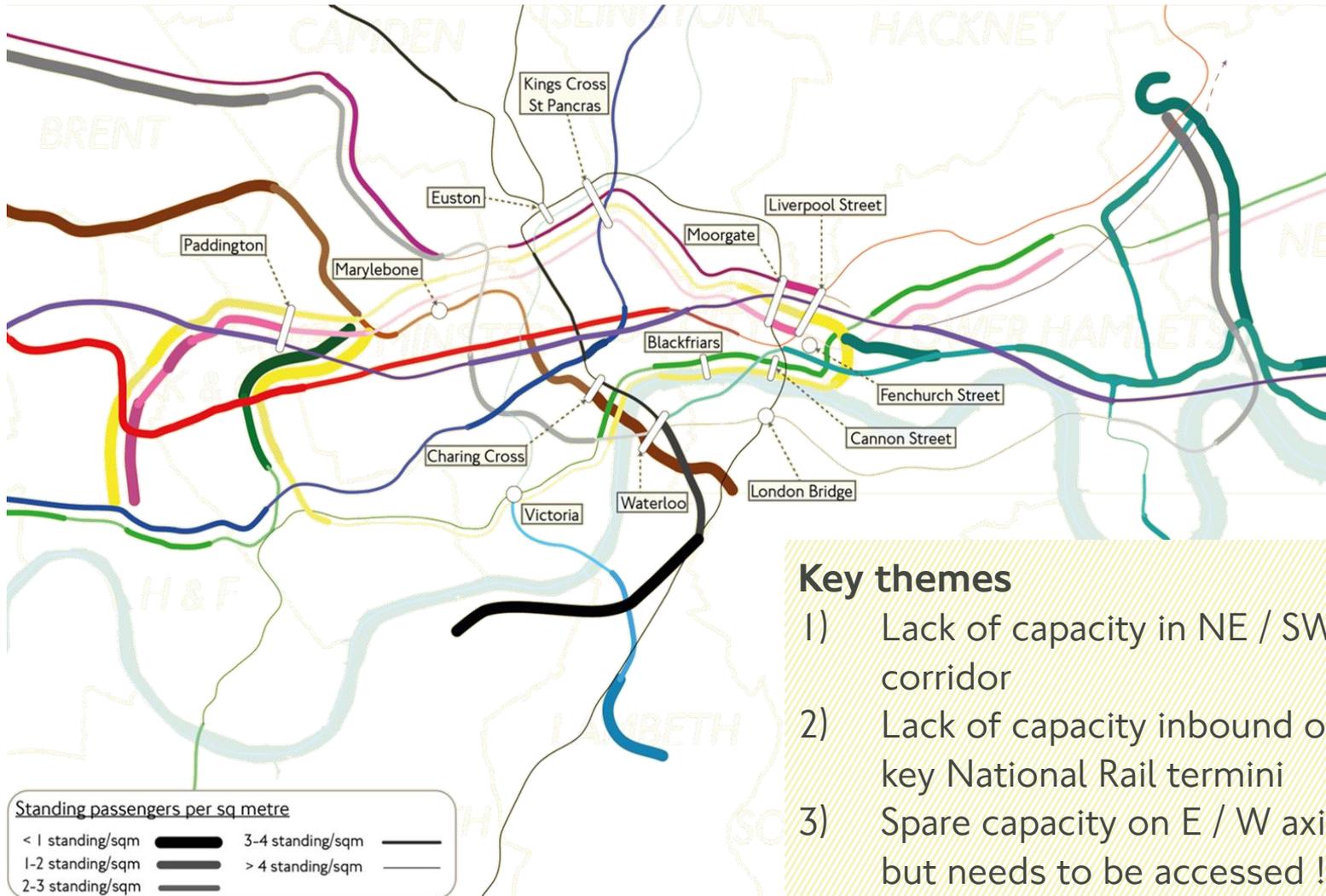


WAML services have consistently had a higher proportion of cancelled services than most other London and South East operators



## Central London challenges – crowding

By 2031, transport capacity will be severely constrained in and across central London



Spare capacity on the Tube, Crossrail and DLR in 2031

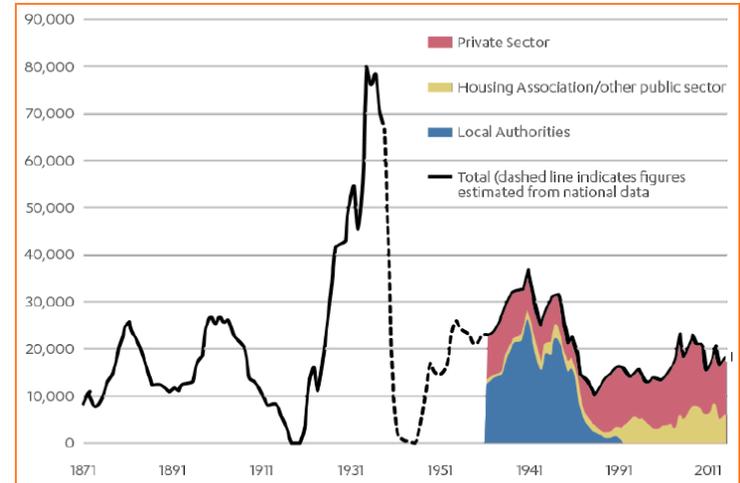


# The housing challenge – the number of homes

**Too few homes are being built across the South East.**

The target is building 49,000 new homes a year in London alone, but delivery has been around half of this.

Land for more than 500,000 new homes needs to be identified.



Source: Housing In London 2015, p14

New homes built in Greater London, 1871 to 2014



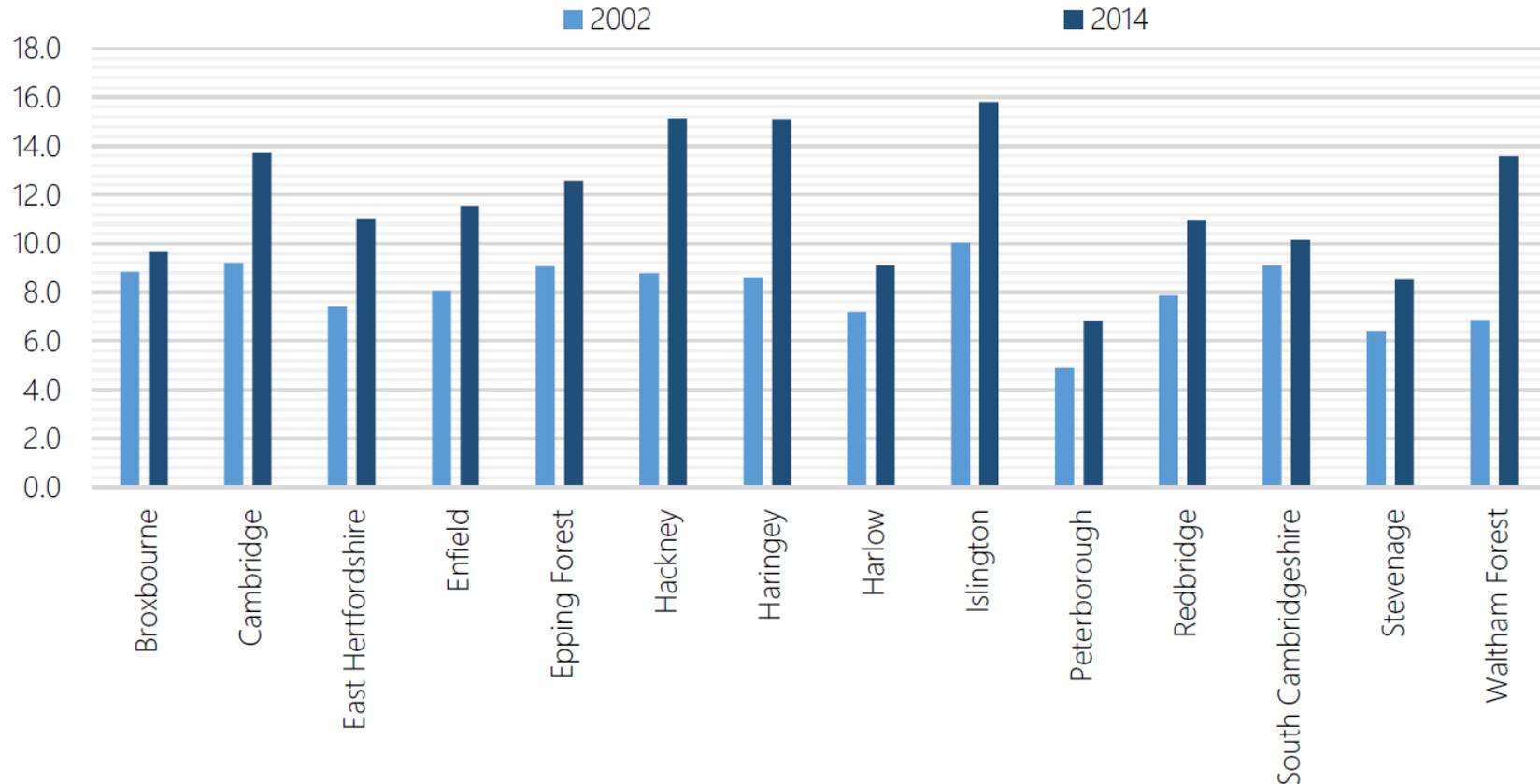
Housing development in Woolwich, unlocked by Crossrail

**Improving transport links allows new homes to be built.**

Crossrail 2 offers an excellent opportunity to unlock new areas for sustainable growth

# The housing challenge – affordability

- Housing costs are high and rising in the WAML corridor, and affordability is worsening



Source: Department for Communities and Local Government and Annual Survey of Hours and Earnings, Office for National Statistics.

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# The case for Crossrail 2 stems from the need to support sustainable economic growth in London and the South East

## 1. Economic growth:

Supports the sustainable economic growth of London's 'agglomeration economy' and the wider region

**KPMG Analysis shows net GVA benefits of up to £102bn (2011 PV)**

## 2. More trains, more often:

Provides additional **capacity and connectivity** on the NE/SW axis as the region grows, including additional capacity on SWML. Relieves key stations and links

**BCR of 1.4 – 1.7 (including Wider Impacts)**

## 3. Help address housing constraints :

Support the delivery of homes by transforming connectivity and unlocking land use change

**'Bottom up' analysis shows how CR2 unlocks 200,000 homes, within London and beyond**



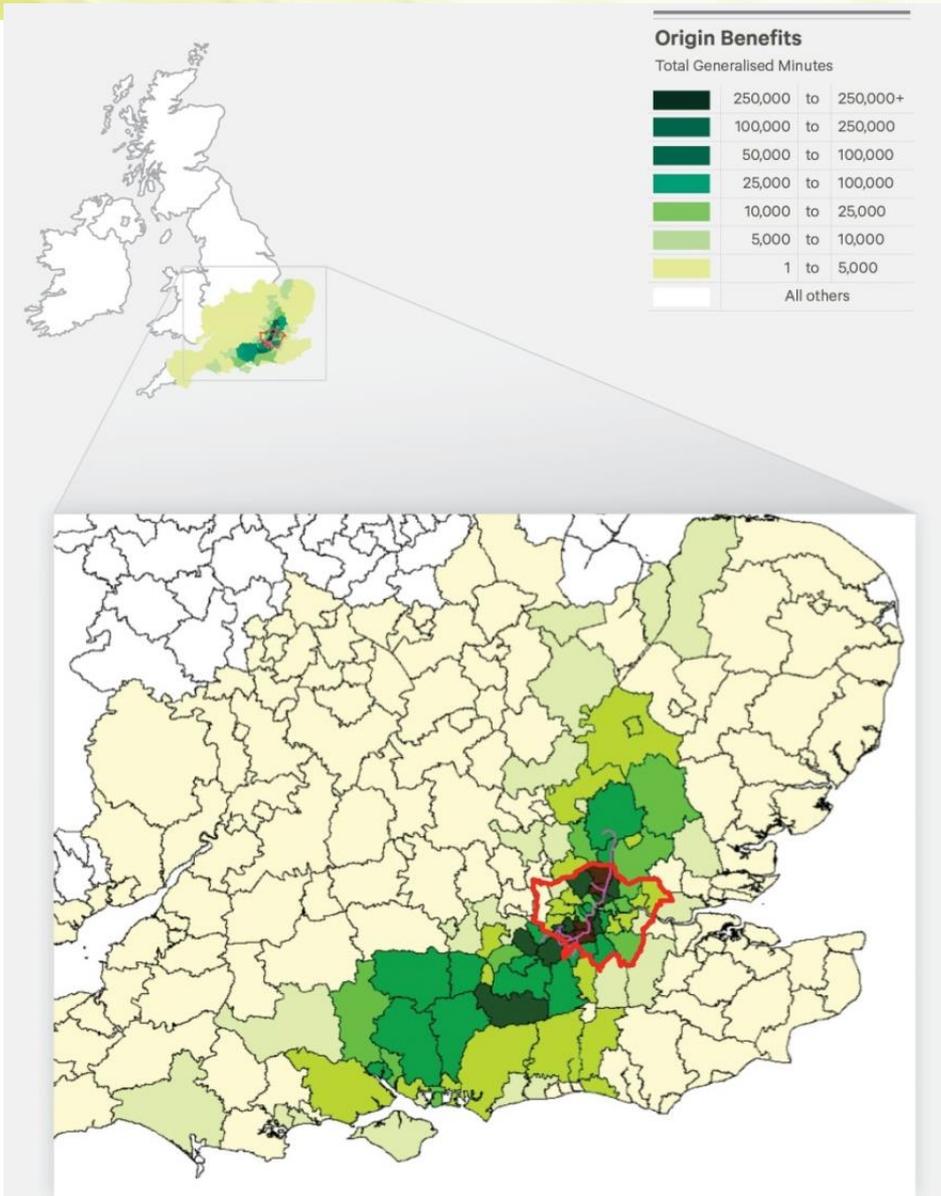
# How will Crossrail 2 address the transport challenge?

- Transform travel across London and the wider South East by relieving severe congestion on Tube and National Rail lines and providing a step change in connectivity
- Provide new rail capacity for 270,000 people to access central London during peak periods, helping relieve crowding and congestion on the transport network
- Significantly improve step-free access across the rail network
- Significant journey time benefits for a wide range of journeys



# Transport benefits across the region

The distribution of transport benefits across the region as a result of Crossrail 2



# How will Crossrail 2 address the housing challenge?

- Improving transport links to under-developed areas to make sites more attractive to developers
- Crossrail 2 would unlock land for new development, enabling up to 200,000 additional new homes to be built with a Crossrail 2 led growth strategy in place



## What will improvements to the railway mean ?

The additional capacity that four-tracking provides will lead to...



**Faster journeys**

Journey time reductions for Liverpool Street and Stratford services



**More frequent services**

Two extra 'fast' services from Cambridge to Liverpool Street; extra services to Stratford



**Improved reliability**

Forecast 50% reduction in delays between Tottenham Hale and Broxbourne

Which, in conjunction with



**Local improvements**

including



**Improved step-free access**



**New homes**

Unlocks up to 100,000 new homes across the corridor



**New jobs**

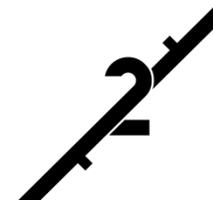
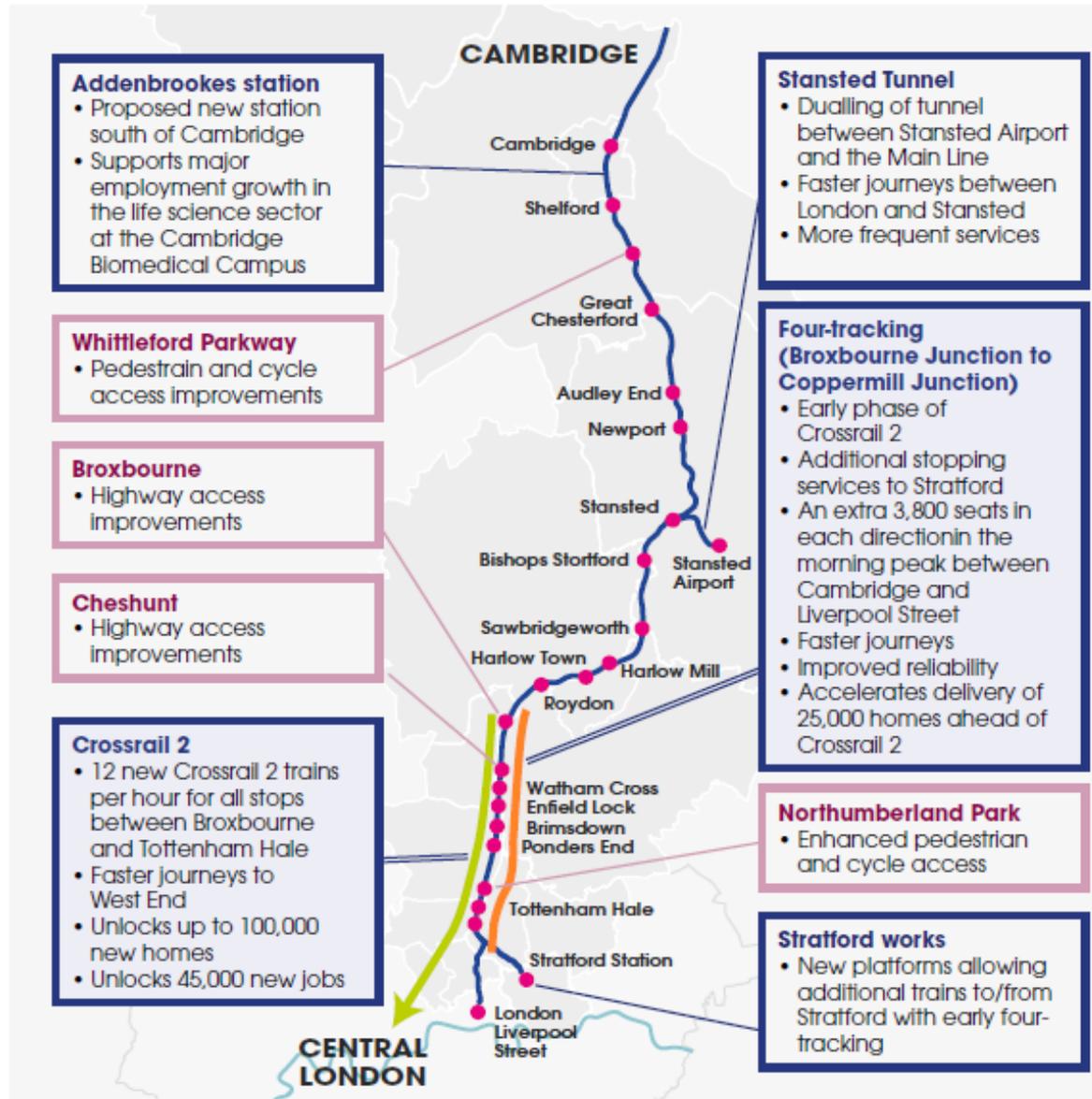
Unlocks up to 45,000 new jobs across the corridor



**Economic benefits**

Preliminary analysis suggests that the additional housing unlocked is worth an additional £15bn GVA to the region's economy

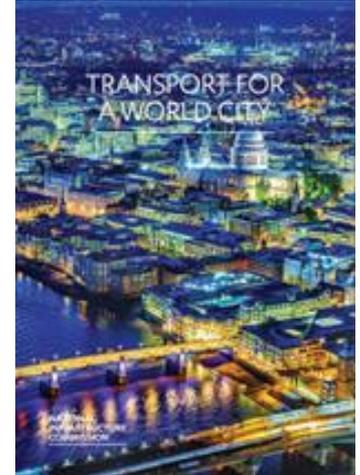
# Crossrail 2 is at the heart of the West Anglia Taskforce – which is due to make a series of recommendations



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# Recognition from Government

- In March, the National Infrastructure Commission (NIC) identified the project as a priority for London and the wider South East
- This was endorsed by Government and the Chancellor subsequently announced £80m at Budget – which we will match - to fund the development phase ahead of submitting a Bill in this Parliament



National Infrastructure  
Commission



- The project is also recognised as a priority by the new Mayor – he pledged to ‘Get Crossrail 2 off the ground’



# NIC and Government's position



### ...Business case

- Revised TfL/DfT business case by March 2017, to include developed plans on costs, funding, housing and stations
- *DfT also expect an assessment of **strategic alternatives***



### ...Funding

- London must contribute “**more than half**” the cost
- Explore **new funding options**, incl further devolution
- Maximise private sector involvement in stations and surrounding areas.
- Funding agreement in principle required pre Hybrid bill submission

### ...Affordability

- Strong case for **delaying the New Southgate branch**
- Examine costs and benefits of **individual stations** (incl King's Rd)
- *Govt response: Updated business case to include detailed options to reduce the £31bn cost by **at least £4bn***



### ...Housing

- TfL to set out a transformative plan to **deliver 200,000 homes ...** this could include **MDCs** and revised route-wide planning guidance
- CR2 should be **at the heart of new London Plan**
- Agreement on housing measures required pre hybrid bill submission

# To meet a 2019 Bill submission, key decisions on the scheme, funding and housing are needed over the coming months

When	Key decision	To inform
June – August 2016	<p><b>Agree ‘Case Scheme Option’:</b></p> <ul style="list-style-type: none"> <li>• Respond to consultation feedback</li> <li>• Address NIC recommendations</li> </ul>	<p>Autumn Consultation on key design issues for Case Scheme Option</p> <p>Analysis of Case Scheme Option vs alternatives for updated Business Case</p>
September – November 2016	<p><b>Agree funding and financing approach:</b> further work on ‘base case’ and ‘new’ sources and</p> <p><b>Agree approach to CR2 housing and development</b></p>	<p>Updated Business Case submitted for approval in February, including:</p> <ul style="list-style-type: none"> <li>• Updated Funding Strategy</li> <li>• Housing Delivery Strategy</li> </ul> <p>Business Case approved in March 2017</p> <ul style="list-style-type: none"> <li>• Appoint consultants to develop detailed designs and documentation for hybrid bill</li> </ul>

Next steps

# This year

## Now

- Further development and design work to refine our proposals
- Planning further community engagement and stakeholder meetings

## Autumn 2016

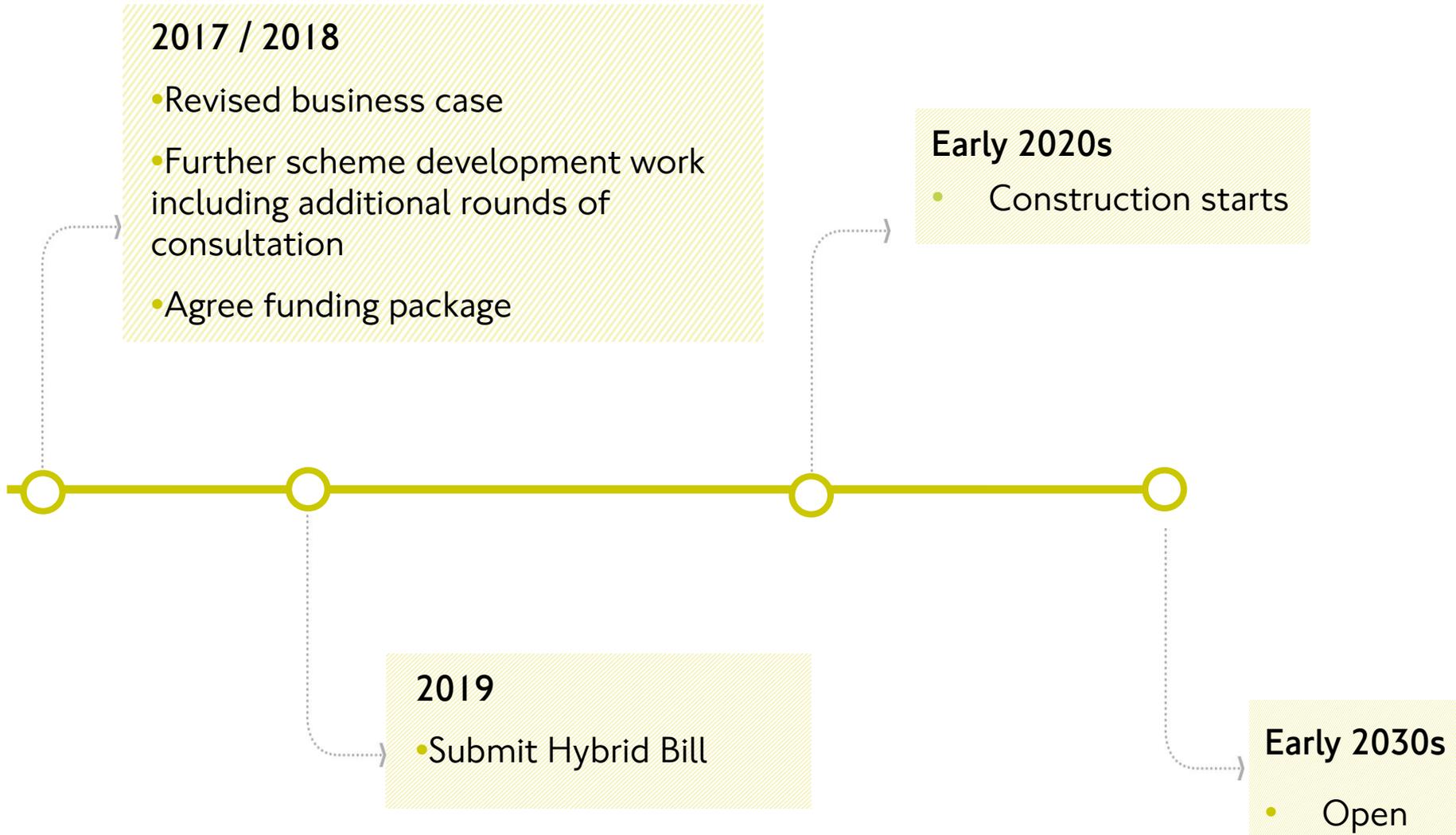
- Ongoing local engagement and further public consultation

## Summer 2016

- 'Response to issues raised' document released
- Growth Commission report released
- Agree amendments for further consultation



# Next year and beyond



Thank you