

# Subject: Crossrail 2

**Report to: Transport Committee**

**Report of: Executive Director of Secretariat**

**Date: 14 January 2015**

**This report will be considered in public**

## 1. Summary

- 1.1 This report sets out background information for the Committee's discussion on Crossrail 2 and issues the Committee may wish to discuss with invited guests at the session.

## 2. Recommendation

- 2.1 **That the Committee note the report, put questions on Crossrail 2 to invited guests and note the discussion.**

## 3. Background

- 3.1 Crossrail 2 is a proposal for a new cross-London rail line running from south west to north east London. It features in the Mayor's Transport Strategy (2010) as a solution to congestion and overcrowding on existing Tube and rail lines.
- 3.2 In 2009 Transport for London (TfL) undertook a review of the need for a new rail line and concluded that there was a need for a new north east – south west rail line given current and planned growth across London. This led to a large number of options being assessed, two of which were selected for further development. Option 1, the 'Metro' option, would run from Wimbledon and Tooting through Clapham Junction, King's Road Chelsea, Victoria, and Euston St Pancras, terminating at Alexandra Palace in North London. Option 2, the 'Regional' scheme, would share the same route in Central and Inner London, but it would be integrated with suburban rail services, enabling Crossrail 2 trains to run from areas to the south west of London (such as Shepperton, Hampton Court and Epsom), to towns such as Cheshunt and Hertford East, north of London.
- 3.3 These two options were subject to consultation in summer 2013. The results of this consultation confirmed greater support for a Regional option. Over 96 per cent of respondents supported the need for Crossrail 2 and over 80 per cent of these supported the Regional option. However, the consultation also raised some issues on specific route alignments. TfL and Network Rail undertook a second consultation in summer 2014 to explore these specific aspects in more depth. In particular, the consultation sought views on two route alignments north of Angel serving Hackney or Dalston Junction, an alternative option for a possible new station at Chelsea, and a short extension of the

route from Alexandra Palace to New Southgate. The results of this consultation are available on the TfL website<sup>1</sup>.

- 3.4 The Department for Transport has begun a consultation with stakeholders and the public on safeguarding the proposed route of Crossrail 2. Safeguarding is a planning process that enables the Government to issue Directions to local planning authorities to protect land needed for long-term infrastructure projects from developments that would prevent them being built or make them more expensive. The consultation will run until January 2015 and the Secretary of State for Transport is expected to issue the safeguarding directions shortly after<sup>2</sup>.
- 3.5 Cost estimates for Crossrail 2 are currently £20 billion for the Metro route and £27.5 billion for the Regional option. While Crossrail 2 is part of the Mayor's Transport Strategy, there is no funding for the scheme beyond the current consultation and safeguarding phase. The Chancellor announced a further £2 million for further feasibility work in the Autumn Statement 2014.

## **4. Issues for Consideration**

### *Purpose of the meeting*

- 4.1 The Committee's meeting will provide an opportunity for Members to receive an update on progress towards the development and construction of Crossrail 2, and follows the Committee's previous meeting on this issue in May 2013.

### *Issues for discussion*

- 4.2 The Committee has invited the following guests to this meeting:
- Michèle Dix CBE, Managing Director of Planning, TfL; and
  - Paul Harwood, Principal Network Planner, Network Rail;
- 4.3 The Committee's meeting will provide for a discussion on a range of issues. These include: the continued case for Crossrail 2, route options, costs and funding options, and key actions for the year ahead.

## **5. Legal Implications**

- 5.1 The Committee has the power to do what is recommended in this report.

## **6. Financial Implications**

- 6.1 There are no financial implications to the GLA arising from this report.

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### **List of appendices to this report:**

None.

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<sup>1</sup> <https://consultations.tfl.gov.uk/crossrail/june-2014>

<sup>2</sup> These directions will replace existing safeguarding directions for parts of the route, last updated in 2008

**Local Government (Access to Information) Act 1985**

List of Background Papers: None

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