

Date: 13 March 2013

Item 16: Crossrail 2

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## This paper will be considered in public

### 1 Summary

- 1.1 In 2009 the Department for Transport (DfT) asked the Mayor to review the safeguarding for the Chelsea Hackney Line (also known as Crossrail 2) (see figure 1 in Appendix 1), allowing a five year timeframe for the review. In response to this and the clear need for additional capacity identified in the Mayor's Transport Strategy (MTS) and London Plan, TfL has undertaken an extensive optioneering exercise to determine the best alignment for Crossrail 2. A long list of possible options has been assessed against a set of criteria relating to the policies in the MTS and London Plan.
- 1.2 TfL plans to hold a public consultation on two shortlisted alignment options in April 2013, prior to recommending a safeguarded alignment to the DfT in 2014. London First launched a report supporting the London Regional option (one of the two which will be consulted upon).
- 1.3 At its meeting on 3 October 2012, the Projects and Planning Panel noted the progress of this project and supported the recommendations to the Committee.

### 2 Recommendations

- 2.1 **The Committee is asked to:**
  - (a) **note the paper; and**
  - (b) **approve £2.6m of Financial and Project Authority to progress the response to the Department for Transport on the current Safeguarding, which is budgeted for in the current Business Plan.**

### 3 Background

- 3.1 The London Plan sets out a clear growth strategy for London with 1.3 million more people living in the Capital by 2031, plus, 750,000 new jobs. This growth is equivalent to a city the size of Birmingham being added into London over the next 20 years. However, recent census data from 2011 suggests that the rate of growth is much greater than previously predicted and the increase forecast in the London Plan will be realised much earlier. Even with currently committed transport investment, this level of growth will

lead to serious increases in crowding on the National Rail and Underground networks.

- 3.2 To help support this growth, the MTS identifies the need for a number of rail projects in the longer-term to provide additional rail capacity, including Crossrail 2. The case for Crossrail 2 is further strengthened by a significant increase predicted in National Rail use on lines into the major London terminals. This includes the Government's proposals for HS2, which will significantly increase the number of morning peak arriving passengers at Euston by 2026, and more than double the arrivals by 2032.
- 3.3 In addition, Network Rail published its London and South East Route Utilisation Strategy (RUS) in July 2011, which highlighted the largest peak capacity gap on the rail network in the greater South East as being regional services from Hampshire and Surrey into Waterloo. The RUS identifies Crossrail 2 as a scheme to alleviate this particular peak capacity gap.

## **4 Crossrail 2 Options**

- 4.1 The two shortlisted options which are being considered alongside the original safeguarded (Chelsea – Hackney) scheme are:

### **Option A (+) – the Metro scheme**

- (a) a London focused metro scheme involving a new cross London Tunnel between Alexandra Palace and Wimbledon via Seven Sisters, Euston, Clapham Junction and Victoria, providing key interchange with national rail services at each end. The indicative route is shown on Figure 2;

### **Option B – the London Regional scheme**

- (b) a broader suburban scheme providing regional benefits that is more akin to Crossrail 1, which includes a similar tunnel to Option A (+) in the core section but connects with national rail services to the north and south west, thus connecting some lines on the South West Trains network to lines in the Lea Valley to the north. It would provide relief to the main line services into Waterloo and other main line termini. The indicative route is shown on Figure 3; and

### **Option C**

- (c) the safeguarded alignment linking Wimbledon to Epping.

- 4.2 Costs of these schemes range from £9.5bn to £12bn (excluding Optimism bias).

- 4.3 Analysis to date has shown that Options A (+) and B have greater benefits than the current safeguarded route because they are able to better relieve crowding on the Victoria, Piccadilly and Northern lines, serve Euston to support dispersal from HS2 and deliver congestion relief to National Rail, particularly at Waterloo, Victoria and Liverpool Street. The suburban scheme

providing regional benefits, while higher cost and more complex in terms of interfaces, would generate significantly more benefits by addressing crowding/congestion on both the Underground network and critical parts of the national rail network such as the South West Main Line (SWML), with benefits extending into Surrey, Hampshire and beyond. In the absence of this scheme there are limited options available for providing additional capacity on the SWML. Network Rail is supportive of a regional scheme and is closely engaged with TfL as a key stakeholder in its development.

## **5 Current Work and Next Steps**

- 5.1 In late 2011, the Mayor asked TfL to continue investigation of both Options A (+) and B and report back by the end of 2012, with a view to refreshing the Crossrail 2 safeguarding in 2014 (a task to be undertaken in partnership with the DfT). Further modelling, engineering and wider impacts assessment was undertaken and reported back to the Mayor at the end of 2012. The Mayor endorsed the continuation of options selection and the plan to hold a public consultation on route options in Spring 2013.
- 5.2 Discussions with a range of stakeholders continue, including Network Rail, the DfT and HS2 limited. A Local Authority Forum has also been established, which allows the London boroughs and local authorities outside London that would be directly served by either option to meet TfL on a regular basis for detailed briefings on the project. TfL has also worked closely with London First which has produced its own report on the scheme.
- 5.3 Given the scale of the project, further engineering, demand forecasting, station (space and location) requirements, wider economic analysis and consultation is needed before a recommendation can be made to the DfT on a recommended alignment. This is the purpose of the requested £2.6m, which is budgeted for within Transport Planning and Projects in the current Business Plan.
- 5.4 The project is unfunded post safeguarding refresh but if the project were to progress beyond this point then a broad programme could be:
- |   |         |
|---|---------|
| (a) Safeguarding refresh (including consultation) | 2014    |
| (b) Potential Submission of Powers application    | 2017-18 |
| (c) Powers decision                               | 2018-19 |
| (d) Construction could commence                   | 2019-22 |
| (e) Opening                                       | 2029-32 |
- HS2 Phase 2 is due to open in 2032.

## **6 Views of the Projects and Planning Panel**

- 6.1 At its meeting on 3 October 2012, the Projects and Planning Panel noted an update on the progress of this project. Members were informed that all issues raised by the Programme Management Office and the Independent Investment Programme Advisory Group on the project had been addressed. The Panel supported the continuation of the project and the recommendation that the Committee approve Financial and Project Authority to progress the response to the DfT on the current Safeguarding.

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

Appendix 1: Route option maps

### **List of Background Papers:**

Mayor's Transport Strategy

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Route option maps

Figure 1 – CHL Safeguarded alignment

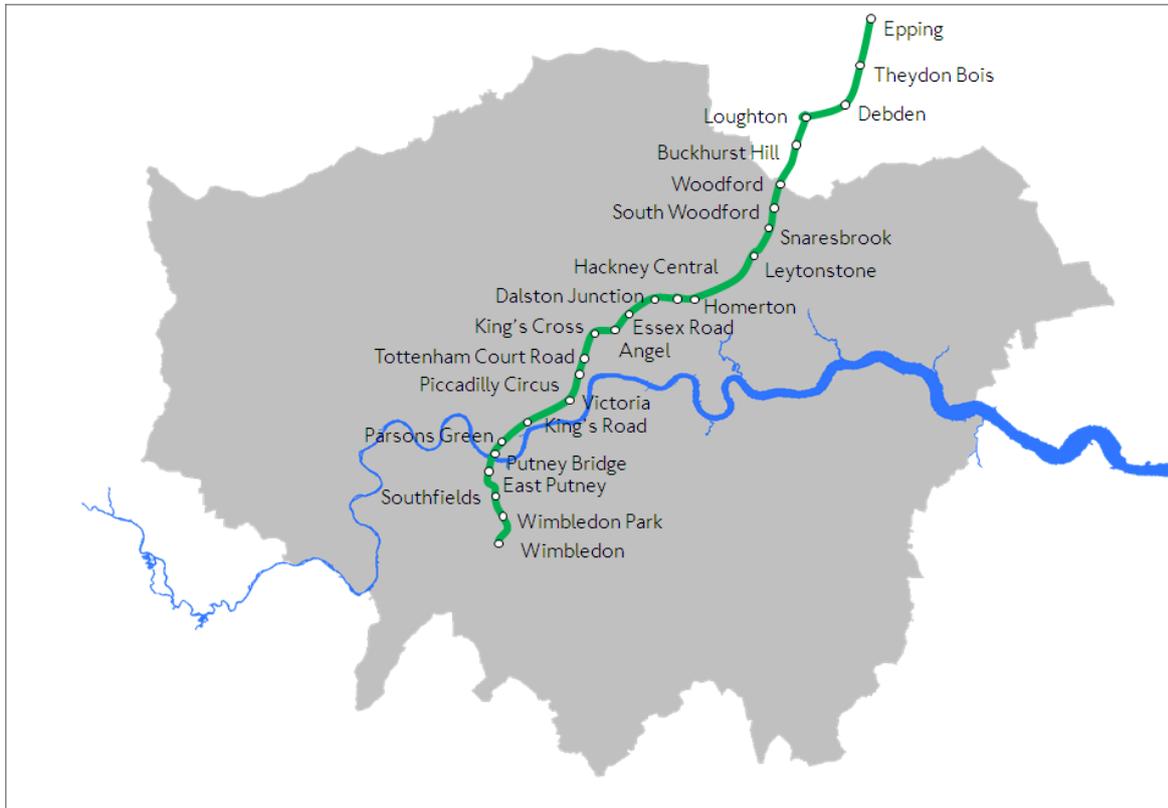


Figure 2 – Option A (+) London Metro scheme

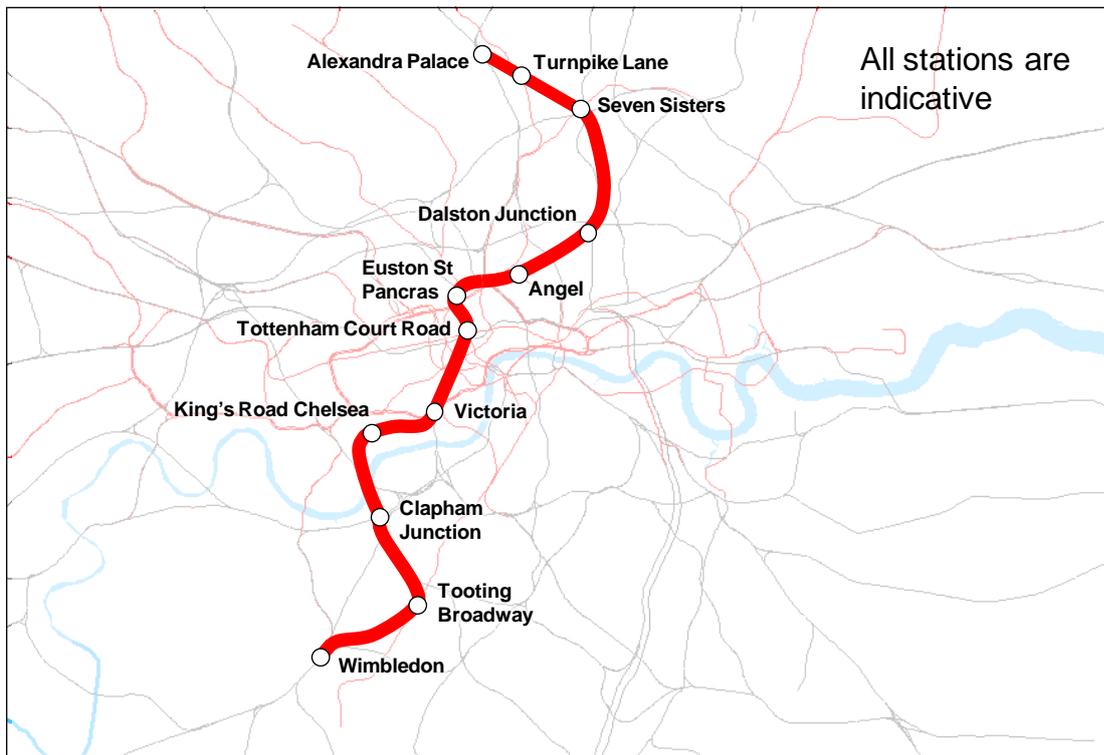


Figure 3 – Option B London Regional Scheme

