

# ▶ TfL consultation on Crossrail 2

## ▶ London Councils' response

London Councils represents London's 32 borough councils and the City of London. It is a cross-party organisation that works on behalf of all of its member authorities regardless of political persuasion.

### Do you have any comments on the proposals for Crossrail 2 overall?

London Councils is responding to this question, as the other questions in the consultation relate to more detailed, local station issues that boroughs will be best placed to respond to.

This response sets out the London Councils position on Crossrail and the parameters within which we support the delivery of the railway. We also set out some of the issues we are aware of that London boroughs have raised with us, which we want TfL to continue to work with these boroughs to address.

Given the anticipated population growth that will be accommodated in east London, we encourage TfL to ensure that Crossrail 2 does provide sufficiently strong links there and provides some indication of the conditions under which it considers an eastern extension to be viable.

#### Joint position

Crossrail 2 is a major railway running north-south across London, connecting Hertfordshire with Surrey. It is proposed to alleviate major congestion and overcrowding at stations in central London, provide better 'through' capacity, and support housing and economic growth across London and the wider south-east.

London Councils supports Crossrail 2 as a necessary piece of major infrastructure for London and the wider south of England, which will boost connectivity, capacity and housing growth. It is important to continue to recognise the regional benefits of the scheme, whilst ensuring that the benefits to London in terms of improved journey times and capacity improvements are not lost.

London Councils supports TfL in securing Crossrail 2 for London, and also believes there is a strong case for government funding half of the costs of Crossrail 2. This is because the scheme will have regional impacts beyond London, and because government is highly likely to recoup its funding through increased stamp duty receipts along the route.

At the same time, London Councils recognises that the benefits of Crossrail 2 will be felt directly and indirectly across boroughs. Additionally, Crossrail 2 is not the only piece of new infrastructure that London needs, and

should not become TfL's or the government's sole focus. London Councils continues to call for a greater focus by government on infrastructure nationally, and in London for TfL to continue to work with boroughs to identify and fund other local infrastructure needs, including, but not limited to cycling and walking schemes, Overground expansion; tram link; orbital rail improvements; station renewal and enhancements to public realm; East London river crossings; improvements to the road network including arterial routes and key junctions; and tube line extension.

London Councils acknowledges that some boroughs will have specific concerns about Crossrail 2 and this joint position does not preclude those concerns. We encourage TfL to continue to work with all boroughs, regardless of their level of support for the scheme. As a scheme for London's growth and housing needs, London Councils supports Crossrail 2.

### Parameters

London Councils has developed a set of three parameters, based on our joint position.

- 1. As London is prepared to part-fund the cost of the project, central government should also contribute its fair share.**
  - London is unique in being asked to part-fund its infrastructure. As London has done for Crossrail, London is prepared to again contribute towards the cost of Crossrail 2. However, Crossrail 2 is a multi-regional scheme, intended to have benefits far beyond London across all of southeast England, and so central government must part-fund the scheme.
  - Local authorities and communities outside London that will get the benefits of the scheme must also contribute to the scheme's costs. We consider a Council Tax Precept and Business Rates Supplement as appropriate measures, as required across all of London.
  
- 2. London needs more investment in its transport infrastructure than solely Crossrail 2.**
  - Whilst Crossrail 2 is one essential piece of infrastructure for London's growing population, the city also needs cycling and walking schemes, Overground expansion; tram link; orbital rail improvements; station renewal; enhancements to public realm; East London river crossings; improvements to the road network including arterial routes and key junctions; and tube line extensions.
  - TfL must continue to work with boroughs to identify where these improvements are needed, how they can integrate into existing schemes, and how they can enhance borough regeneration plans.
  
- 3. TfL must work with London boroughs and address their concerns throughout the design and construction of Crossrail 2**
  - There are a number of boroughs who have concerns relating to Crossrail 2 in their areas. We want TfL to work with boroughs to address these concerns at all stages of the process, from design and feasibility stage through to construction and opening.

### Borough concerns

A number of boroughs have highlighted their concerns about specific parts of the proposals for Crossrail 2. We urge TfL to continue its work and liaison with these boroughs and any others that raise concerns about the proposals, to address them and propose more acceptable alternatives.

- LB Wandsworth considers a station at Tooting Broadway to be a much better option in terms of transport and regeneration opportunities. They accept that construction is more difficult at Tooting Broadway, but is not impossible.
- In LB Barnet, TfL intends to deck or tunnel the A406 at New Southgate to address high volumes of traffic, which are generating traffic delays, air pollution and severance; limiting growth. The council wants to explore the opportunities that both the Crossrail 2 station at New Southgate and the road intervention on the A406 can generate for local growth, perhaps in the form of an opportunity area, as well as ensuring that adequate consideration is given to the impact of constructing two major projects next to each other.
- LB Camden is very concerned about the proposed location for the Euston St Pancras station, as the two proposed sites are currently occupied by 131 homes and 17 businesses. They want to see the proposals for the Euston St Pancras station changed to integrate the mainline station, High Speed 2 station and the Crossrail 2 station, thereby reducing this level of impact on residents and businesses significantly. It would also allow for better coordination during construction and improve the station experience for passengers.
- LB Havering are keen for linkages between Crossrail 2 and east London to be explored given east London's forecast growth over the next 25 years.
- LB Barking & Dagenham considers there to be a strong case for an eastern spur to Crossrail 2 which would support the regeneration potential of Barking Riverside and the wider Thames Gateway area. It notes that LBs Hackney, Newham and Havering, together with Essex County Council have commissioned a joint study exploring the feasibility of this extension.
- LB Kensington & Chelsea continues to support a station in Chelsea, and welcomes the move of the proposed station to the southern end of Sydney Street, notwithstanding the impact this could have on the Royal Brompton Hospital site.