

Crossrail 2 Wimbledon Community Forum

22 September 2015

MAYOR OF LONDON



TRANSPORT
FOR LONDON

Crossrail 2 – Background

New railway which will run on existing and widened railway lines outside of the central core and from a 37 km twin bore running tunnel

- Cost: around £27bn
- Provides additional rail capacity for 270,000 people to travel into central London, per 3 hour peak
- Up to 30 trains per hour in each direction
- Support economic growth and regeneration
- Unlock 130,000- 200,000 new homes
- Support up to 200,000 new jobs

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Timeline

Now – late 2015

Scheme design and appraisal

November 25 2015

Government Spending Review

Late 2015

Public consultation

May 2016

Mayoral Election

2016/17

Further scheme development work including additional rounds of consultation



Dec 2016

Autumn Statement

2017 - 20

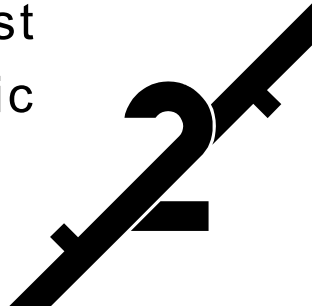
Submission for Powers

2020 - 29

Construct and test

2030

Open to the public



Previous consultations

May to Aug 2013 – Metro vs Regional Scheme

- Overall the Regional option is more popular than the Metro option with 84% of *respondents supporting or strongly supporting the scheme, compared to 73% for the Metro option

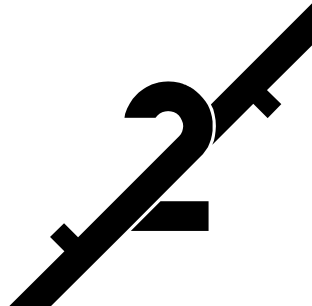
June to July 2014 – Additional Route options

- 83% of over 5,000 respondents 'strongly support' or 'support' the overall scheme

Dec 2014 to Jan 2015 – Safeguarding

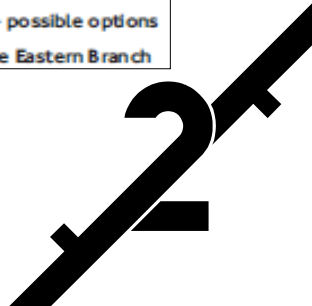
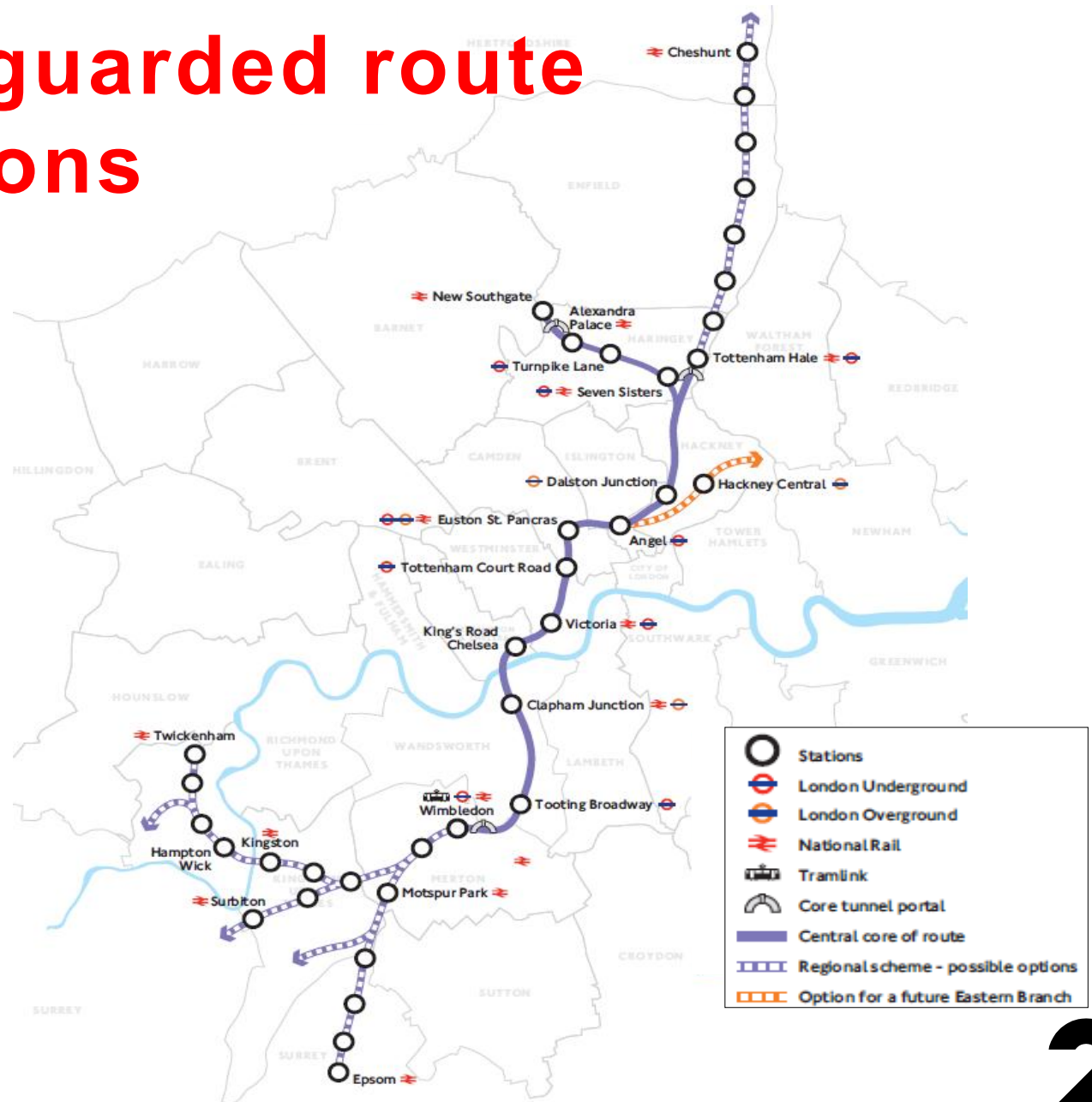
- Identified areas of subsurface interest – approx 100 metres wide corridor
- Identified areas of surface interest for station entrances, tunnel portals, workspaces, and vent shafts
- Updated safeguarding plans was approved by Secretary of State in March 2015

*Total of over 13,500 responses to the consultation

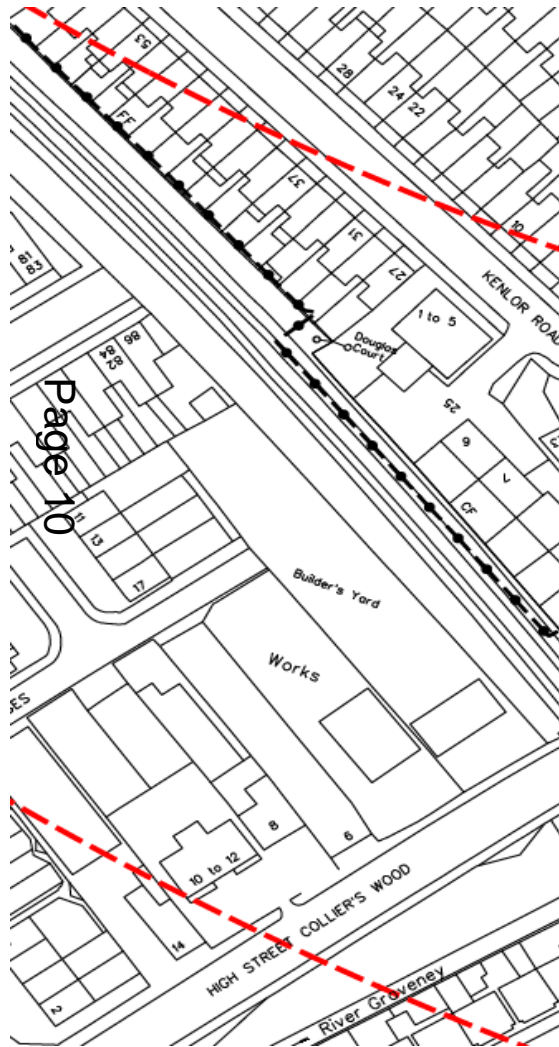


The safeguarded route and stations

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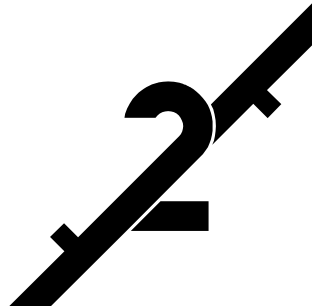
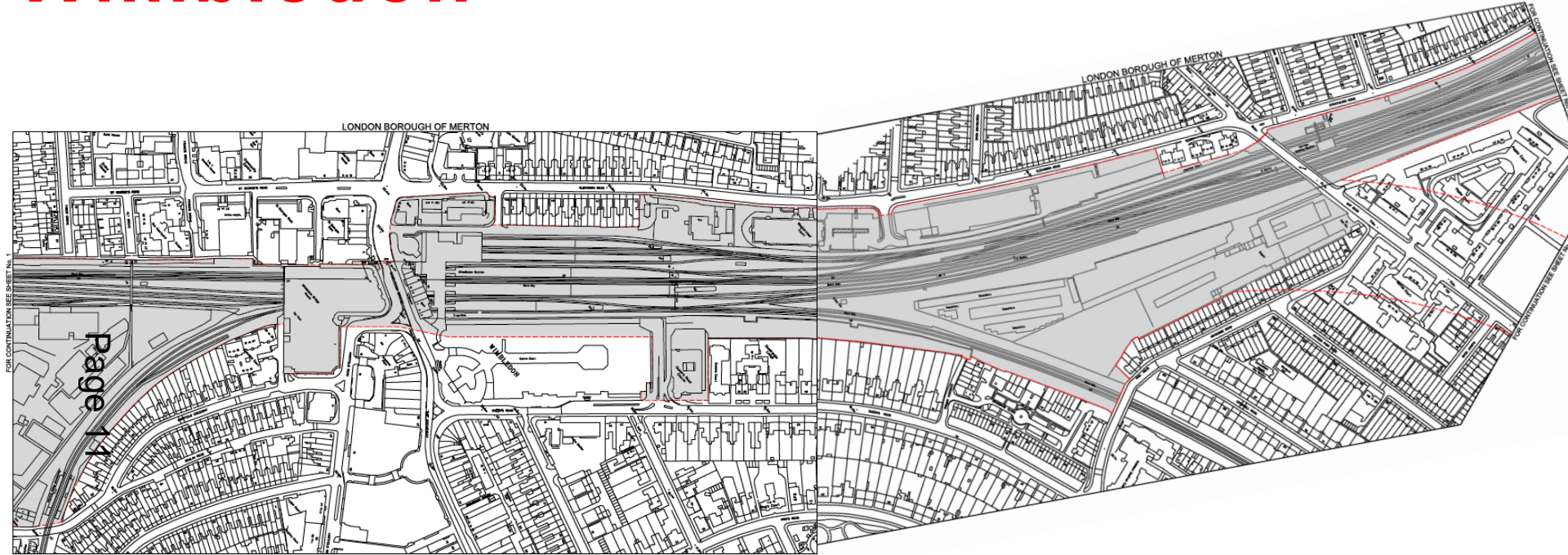
What does safeguarding mean?



- Planning authorities will need to consult TfL on applications within the limits identified- it does not prevent development taking place.
- We still cannot guarantee that a railway will be built
- The maximum boundaries of the land required will be decided when we are given powers to acquire property and construct the project.
- As the project develops, the land required may be different to the land we have safeguarded and will depend upon the final design of the project.



March 2015 safeguarding – Wimbledon

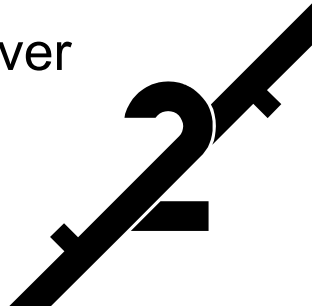


Benefits of CR2 in Wimbledon

Journey	Journey time today	*Journey time with Crossrail 2
Between Wimbledon and Alexandra Palace	50 - 55 minutes	35 minutes
Between Wimbledon and Stansted Airport	85 - 95 minutes	70 – 75 minutes
Between Wimbledon Tottenham Court Road	35 minutes	15 minutes
Between Wimbledon and Euston	30 - 35 minutes	20 minutes
Between Wimbledon and Seven Sisters	40 - 45 minutes	30 minutes

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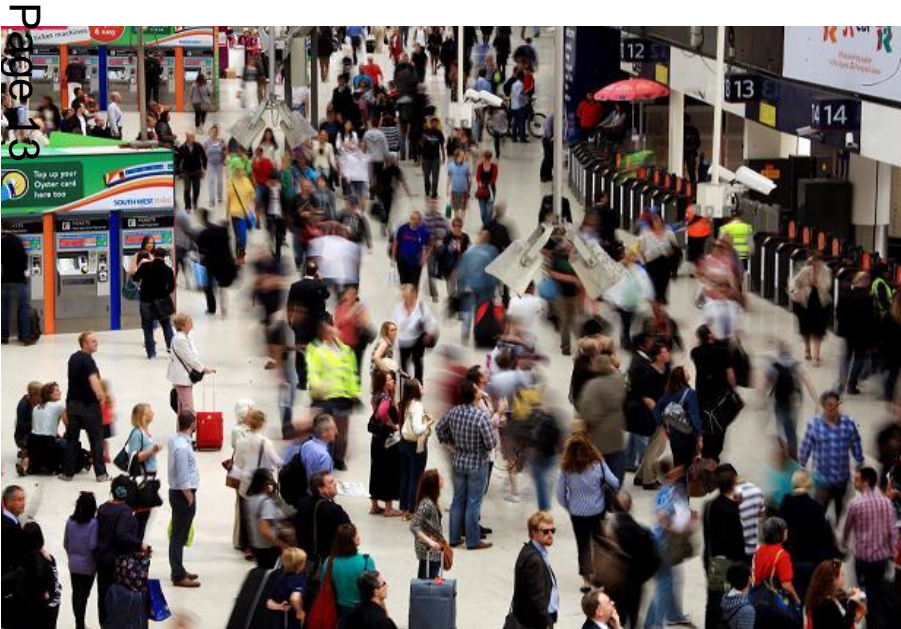
- Provide local people with access to nearly 590,000 more jobs within a 45 minute journey
- Support local businesses and economic growth by enabling over 360,000 more people to get to Wimbledon within a 45 minute journey



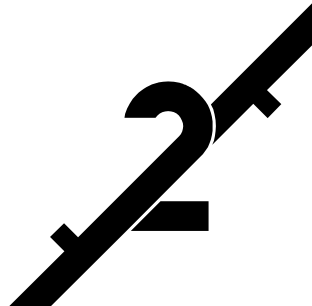
Benefits Continued...

Demand for National Rail services into Waterloo is forecast to increase by 40% between now and 2043.

Crowding on network is already severe. This forecast indicates that crowding will nearly double.

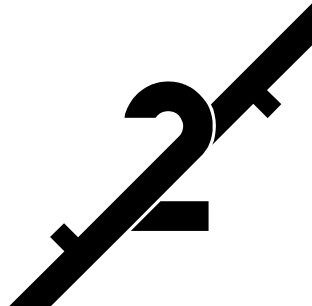


Crossrail 2 would provide new transport capacity into Central London and could enable more trains from across the Southeast to travel into Waterloo



Local engagement programme

- On-going discussions with Borough Council Officers to discuss local area plans and identify opportunities to work together
- **Community Engagement Panels along the route**
 - To provide a forum to discuss and understand local issues and concerns arising from the Crossrail 2 project
 - To help shape and inform the Crossrail 2 proposals in the local area as part of our on-going commitment to community engagement as the scheme develops.

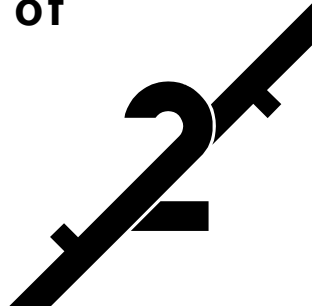


Next Public Consultation

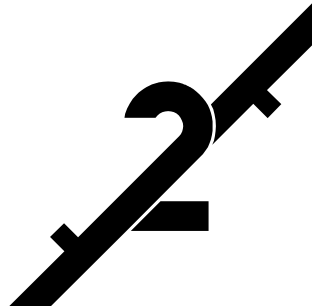
- **Provide the public more information about our preferred route along with high-level information about**
 - station locations
 - vent shaft locations
 - proposed worksites across the tunnelled sections

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- **Provide confirmation of the stations Crossrail 2 will serve and how that will improve connectivity and train services**
- **Illustrate the benefits a Crossrail 2 station would bring to the local area**
- **Will include drop in sessions in Merton at or near each of the proposed stations**

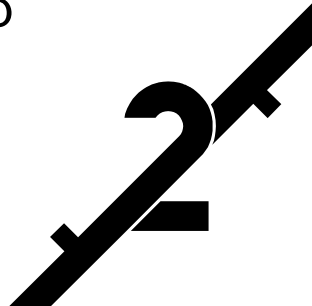


Questions?



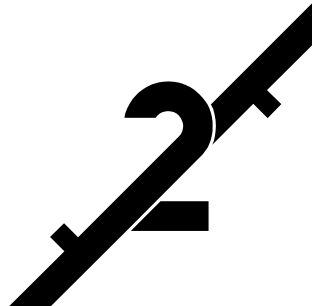
Crossrail 2 Stations at Raynes Park and Motspur Park

- Motspur park could benefit from at least 8 Crossrail 2 trains an hour, in each direction
- Raynes park will become a major interchange station with up to 20 Crossrail 2 trains per hour into, and across, central London.
- Both stations will benefit from increased frequency of trains into central London
- All stations on the route be fully accessible with step free access between street and platforms



What it means locally

- Construction of new tracks south west of Wimbledon to New Malden to increase capacity
- Remodelling of Raynes Park station to accommodate Crossrail 2 services, including:
 - Installing additional platforms
 - Lengthening existing platforms
 - Changes to signalling



Level Crossings

- Improved service frequency will increase Level Crossing barrier down time.
- Removing crossings would increase safety and improve local road connectivity.



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Alternatives being considered at:

- Motspur Park
- West Barnes Lane
- Network Rail will work closely with local authorities and the community to find an appropriate resolution for each crossing

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