

[REDACTED]

From: [REDACTED]
Sent: 06 November 2018 08:37
To: [REDACTED]
Subject: FW: Wimbledon Masterplan-an entirely alternative framework

From: M [REDACTED] Grist [REDACTED]
Sent: 05 November 2018 17:18
To: [REDACTED]
Subject: Re: Wimbledon Masterplan-an entirely alternative framework

PS 1 interesting extra factoid I've just looked up:
Wimbledon centre to Heathrow is 17.2km straight line
Wim - Tooting Broadway -Clapham Junction is 9.88 km semi-circle (CR2 proposal A)
In other words for twice the money of that section of semi circle you can build a direct line twin bore tunnel to Heathrow
and have the same station rebuild cost/disruption at Wimbledon.
So do you want to lobby for a line that benefits Wimbledon overall connectivity or a line whose route slows all existing travel to and from Wimbledon and reduces Waterloo direct services to near zero?

On Mon, Nov 5, 2018 at 2:48 PM M [REDACTED] Grist [REDACTED] wrote:

The Wimbledon Master plan is dependent upon the correct CR2 solution and I suggest needs some effort made in the recently opened up Heathrow direction as well.
Here is my framework for future thinking that most benefits Merton as submitted via the Merton official portal Survey Monkey.
Electricity and time wastage on semi circular CR2 routes was a question raised by me in a Stephen Hammond initiated Open Meeting on CR2 years ago. I and presumably he still await an answer to this key question central to the future of the route(or my proposed routes) through Merton(including Colliers Wood and Morden which electricity consumption and line capacity bring into play as CR2 destinations).
Currently it seems the entire CR2 project considers only capital costs and funding not ongoing operating costs passenger wasted time travelling in semi circles and higher fares

WIMBLEDON MASTERPLAN COMMENTS

M J Grist [REDACTED]

Wimbledon Masterplan vision sees Wimbledon mainly as a business centre. Correct-

CREATION OF WIMBLEDON CITY =CR2 FUNDING LONG TERM PAY BACK REQUISITE

(CR 2 funded by major housing developments in Chessington and Lea Valley plus current underdeveloped station adjacent areas eg Dalston/Wimbledon as central London fully developed)

BUT STRATEGIC MISTAKE-TOWN CENTRE IS WRONG LOCATION FOR WIMBLEDON CITY!

Proposal- 'Wimbledon City' should be built above enlarged CR2 sidings area Weir/Durnsford Rd.

Obvious synergy benefit land value enormous but utilised only overnight for parking trains. CR2 will own this land and need to exploit commercial value within their own budget/ funding parameters.

Current Wimbledon Commercial centre can be converted into a retail/leisure biased area minimising destruction/waste of existing value as proposed by Friends of Wimbledon Town Centre.

Current town centre originally developed around train station created to service Wimbledon Village which line could not reach up the hill. Time to move the 'Wimbledon' centre again for 21stC needs.

'A have your cake and eat it' solution that actually works unlike others recently proposed.

CR2 PROJECT LINKAGE

Amend CR2 to include a station for 'Wimbledon City' at the planned enlarged Durnsford Road sidings, creates new service level in NE Wimbledon.

Eliminating electricity wastage of current semi-circular rail routes Wim-CLJ = chunks of funding.

Make Durnsford Road CR2 underground station the central tube section partial CR2 turnaround

- overall requires 2 CR2 platforms not 4 in Wimbledon centre ,ie less destruction
- eliminates need for Dundonnell turnround
- combined with straight line Wimbledon-CLJ may save Centre Court/retirement home
- moves tunnel portal from Gap Rd to eg Motspur Park redundant gas works

Eliminate the mistake of cutting Earlsfield from 18 trains per hour to just 4 (not yet consulted upon)

Extend tram service from Wimbledon to Durnsford Road/Earlsfield, maybe add local shuttle too

My earlier separate proposal to split CR2 at Earlsfield connects C Wood and Morden via CR2 branch to Motspur Park and beyond. Provides commercial masterplan growth opportunity for C Wood and Morden as well.

THE POTENTIAL BONUS HEATHROW LINK

2018 DfT proposed a new Waterloo-Heathrow connection route- unspecified yet.

Better idea is Heathrow – SW trains interchange at Wimbledon City continuing to Tooting/Streatham then maybe split branches Croydon/SE London rejuvenating SE London.

Provides Heathrow connectivity to SW, S and SE London without travelling via central London.

Post Brexit any London growth will depend on Heathrow links beyond Europe per Brexiteers.

Ideal include Wimbledon City –Heathrow direct link in planning. Conference business arises.

Merton should lobby for such a route much more beneficial to Wimbledon hub itself than Cr2.

If Wimbledon City built above Durnsford Road sidings then width available for surface platforms for main line services to add stop at Wimbledon City improving connectivity. Main line on surface, CR2 and Heathrow link line underground.

You should not have a Masterplan for Wimbledon without considering a Heathrow line linkage as the opportunity exists and third runway due by 2026 earlier than Cr2.

You do not want to rebuild Wimbledon twice once for Cr2 once for a Heathrow link.

ELECTRICITY WASTAGE ON CR2

VICTORIANS BUILT RAILWAYS STRAIGHT NOT IN SEMI CIRCLES, SAVES MOTIVE POWER AND TIME

DISTANCE (km)

5.56	0	WIMBLEDON-CLAPHAM JUNCTION Straight	CURRENT SLOW LINE
8.24	+2.68	WIM –BALHAM-CLJ	CR2 PROPOSAL B
9.88	+4.32	WIM- TOOTING BROADWAY-CLJ	CR2 PROPOSAL A

ANNUAL TRAIN DISTANCE AT CR2 SERVICE LEVELS (inc Peak, Off Peak, Weekends, Xmas=0 etc)

c250,000 No of Trains in Year at CR2 Service level(2 Way) ie 19 million trains in 75 years

cf 116,000 No of Trains in Year Slow Line Current Waterloo Service (2 Way)

Million Kilometres

Per Annum Diff mKm %

1.407 **0** **100%** WIM –CLJ STRAIGHT

2.086 **+0.679** **+48%** WIM –BALHAM-CLJ

2.50 **+1.094** **+78%** WIM-TOOTING BDY-CLJ

Million Kilometres

Over 75 Years Diff

105.6 **0**

156.4 **+50.8**

187.6 **+82**

***Kwh Energy Per Train Kilometre**

***£ Bulk Purchase Cost per Kwh**

=£m Electricity Wasted travel Wim-CLJ

So 48% or 78% of electricity is wasted by these semi circles=higher fares for all in SW London.

SO MUCH FOR GOVERNMENT ADDRESSING CLIMATE CHANGE ON A FLAGSHIP PROJECT!

What % of Hinkley Point C nuclear capacity ? Hinkley C contract price £92.50 per Megawatt Hour + inflation uplift since this 2012 price for a period of 35 years operation.

£ Wastage on travelling Wim-CLJ by every user from all CR2 destinations in SW London is without value of passenger time wasted (theoretically this extra time drives down house prices across SW London vs a straight line route) and the extra tunnel distance capital cost:

£9.5m per km from CR1 average for a twin bore tunnel

So over £10m per km today's prices plus exchange rate impact less EU construction workers of Brexit referendum since, and higher steel tariffs post Trump etc

Capital cost of tunnel £27m higher via Balham; £45m higher via Tooting (ignoring stations)

Every traveller in SW London via CR2 has a longer journey time than necessary due to semi circle.