

A large, bold, black graphic of the number '2' is positioned on the left side of the slide, extending from the top left towards the center. The '2' is stylized with a thick stroke and a white outline on its upper curve.

Crossrail 2 Raynes Park Community Forum

1 October 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



Timeline

Now – late 2015

Scheme design and appraisal

Autumn 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

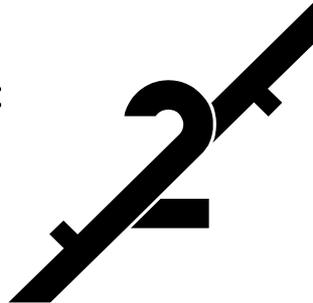
Submission for Powers

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

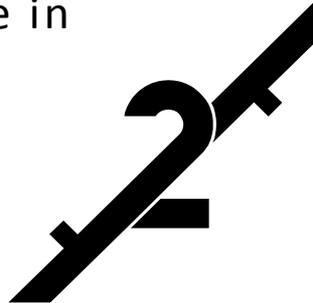
June to July 2014 – Additional Route options

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

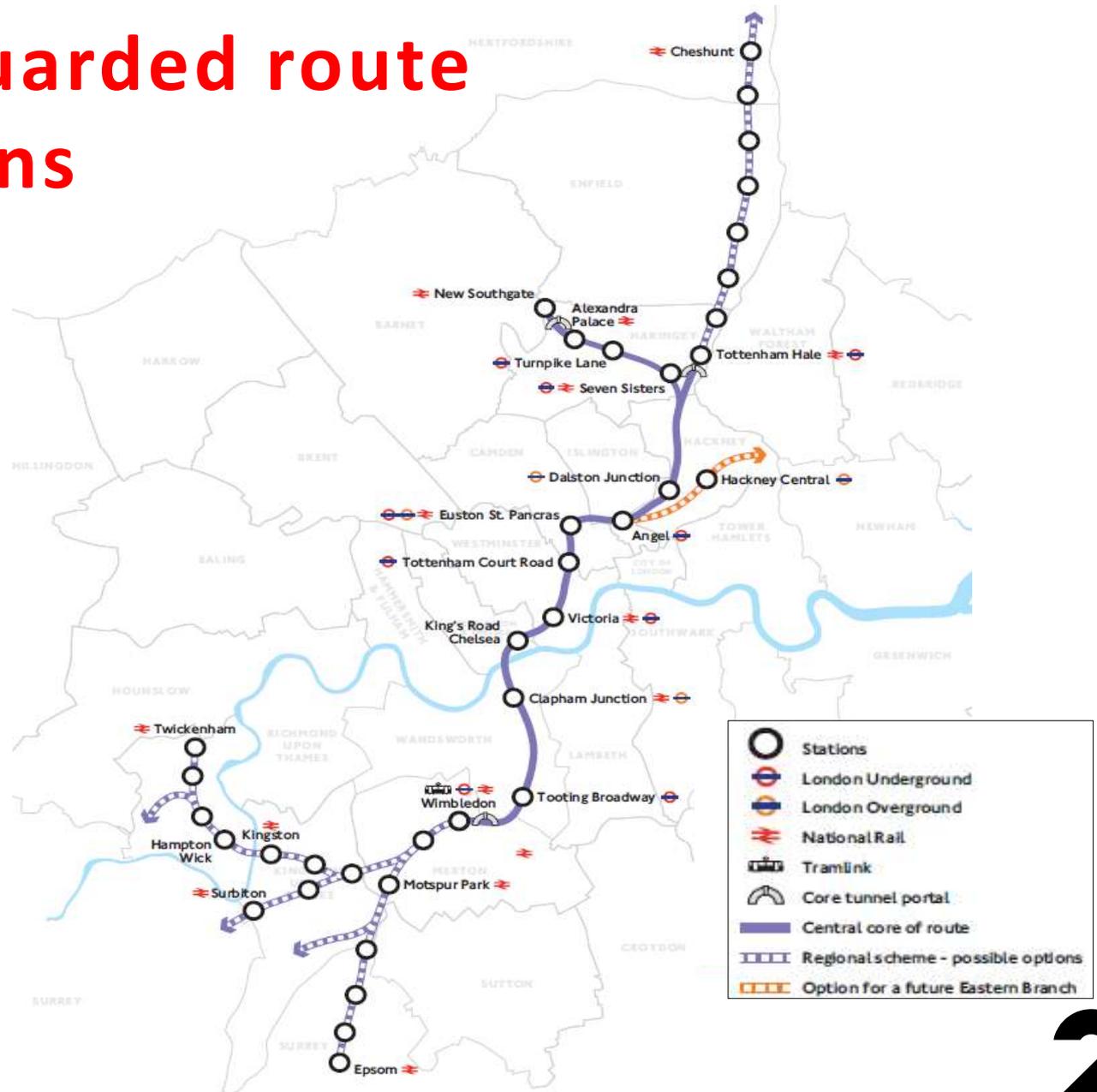
Dec 2014 to Jan 2015 – Safeguarding

- 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



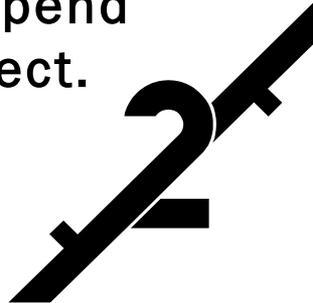
The safeguarded route and stations



What does safeguarding mean?

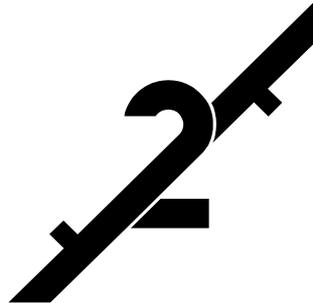


- Planning authorities will need to consult TfL on applications within the limits identified- it does not prevent development taking place.
- We still cannot guarantee that a railway will be built
- The maximum boundaries of the land required will be decided when we are given powers to acquire property 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.



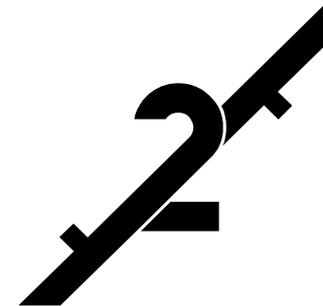
Crossrail 2 in Merton

- Proposed Crossrail 2 stations at Wimbledon, Raynes Park and Motspur Park
- Up to 30 trains per hour into Wimbledon from central London
- Up to 20 trains per hour to/from locations beyond Wimbledon on the SW suburban network.
- Will require a number of worksites in and around the existing stations, although these are yet to be fully defined



Benefits of CR2 to Raynes Park

Journey	Journey time today	Journey time with Crossrail 2
Between Raynes Park and Alexandra Palace	55-60 minutes	35-45 minutes
Between Raynes Park and Stansted Airport	85-95 minutes	70-80 minutes
Between Raynes Park and Tottenham Court Road	35-45 minutes	20-25 minutes
Between Raynes Park and Euston	35-45 minutes	20-25 minutes
Between Raynes Park and Dalston Junction	55-65 minutes	25-35 minutes



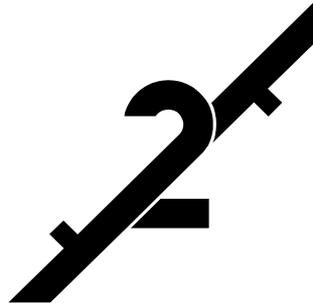
Benefits Continued...

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.

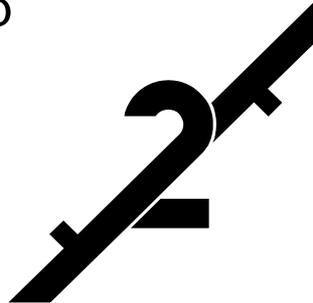


Crossrail 2 will increase capacity on the South West Main Line, and help free up space for more frequent longer-distance services into London



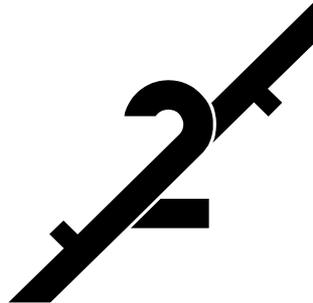
Crossrail 2 Stations at Raynes Park and Motspur Park

- Raynes Park will become a major interchange station with up to 20 Crossrail 2 trains per hour into, and across, central London.
- Motspur Park could benefit from at least 8 Crossrail 2 trains an hour, in each direction
- 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



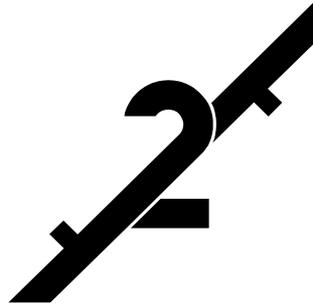
What it means locally

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



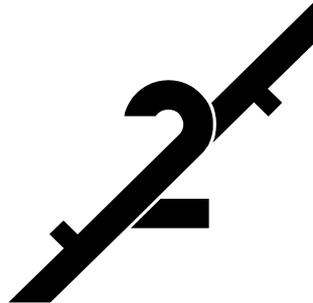
Level Crossings

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



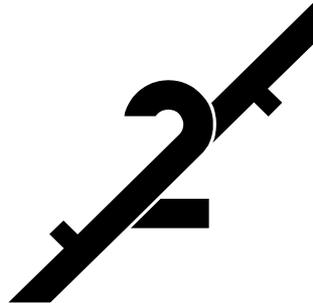
Local engagement programme

- 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 detail about our preferred route along with high-level information about**
 - station locations
 - vent shaft locations
 - proposed worksites across the tunnelled sections
- **Confirmation of where CR2 is serving both above and below ground 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?

