



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

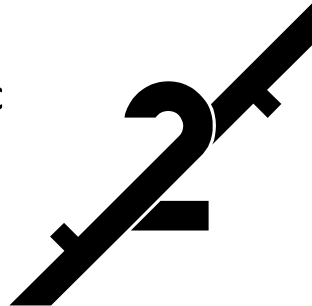
Submission for Powers

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

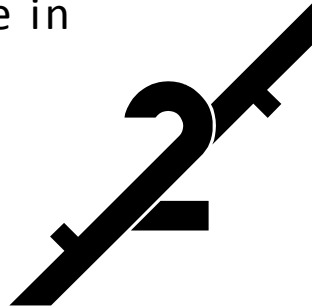
June to July 2014 – Additional Route options

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

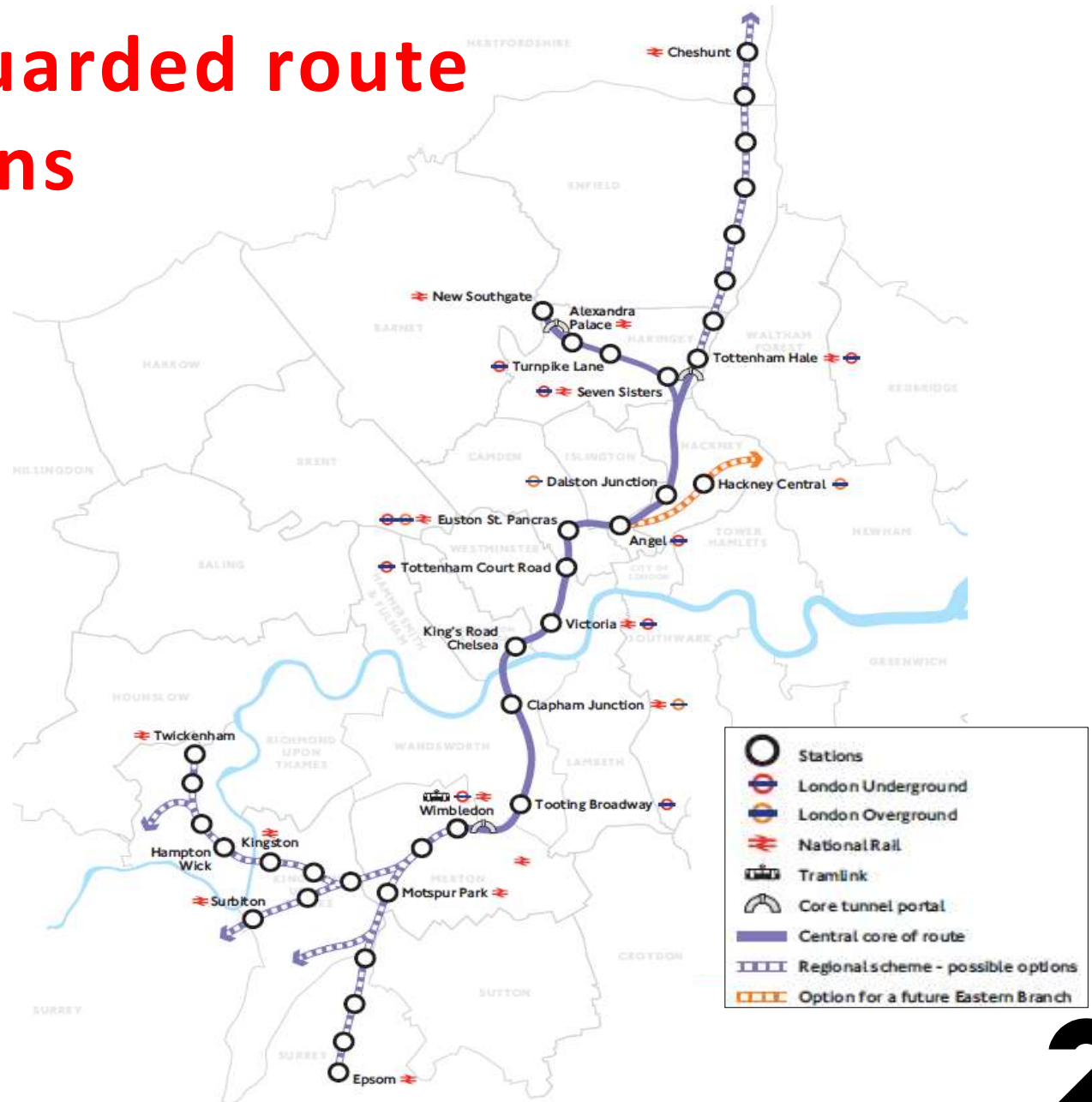
Dec 2014 to Jan 2015 – Safeguarding

- 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

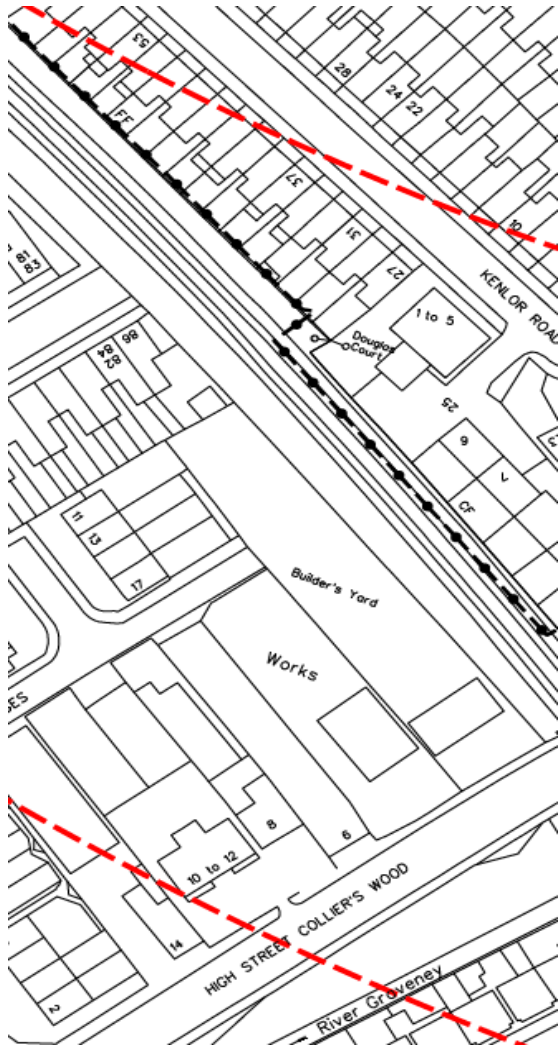
*Total of over 13,500 responses to the consultation



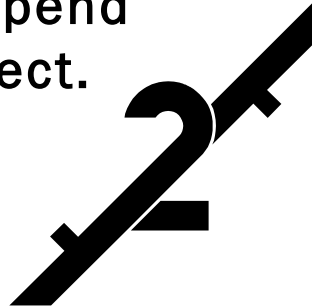
The safeguarded route and stations



What does safeguarding mean?

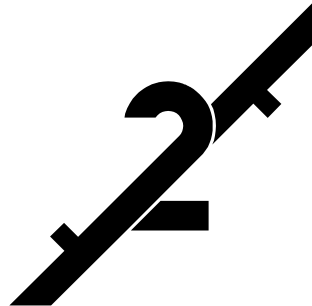


- Planning authorities will need to consult TfL on applications within the limits identified- it does not prevent development taking place.
- We still cannot guarantee that a railway will be built
- The maximum boundaries of the land required will be decided when we are given powers to acquire property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



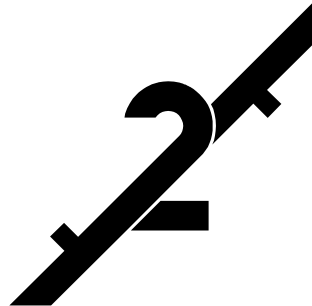
Crossrail 2 in Merton

- 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 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 |



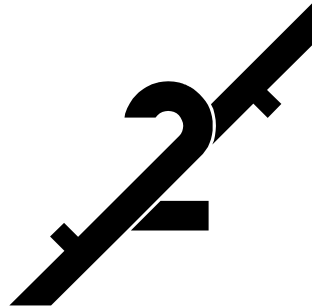
Benefits Continued...

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.

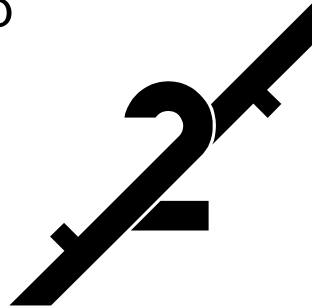


Crossrail 2 will increase capacity on the South West Main Line, and help free up space for more frequent longer-distance services into London



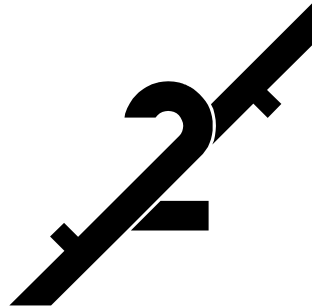
Crossrail 2 Stations at Raynes Park and Motspur Park

- 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



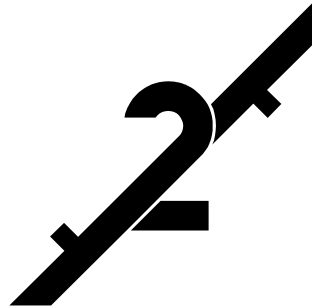
What it means locally

- 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



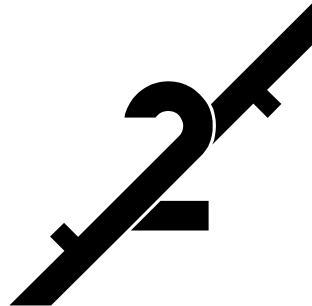
Level Crossings

- 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



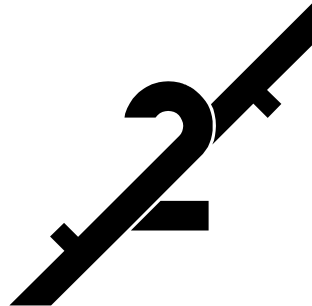
Local engagement programme

- 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?

