

Caroline Pidgeon MBE AM, Chair of the Transport Committee

Sir Peter Hendy CBE
Commissioner
Transport for London
Windsor House,
42-50 Victoria Street
London, SW1H 0TL

London Assembly
City Hall
The Queen's Walk
London, SE1 2AA

14 July 2014

Dear Peter

Transport Committee response to consultation on Crossrail 2

I am writing, on behalf of the Transport Committee, to set out our response to TfL's consultation on Crossrail 2.

This response is based on our past work on Crossrail 2 including our response to the previous consultation in July 2013.¹ In our previous work we explored the arguments for and against Crossrail 2 and did not consider in detail potential route alignment options north of Angel, the alternative option for a station in Chelsea, and an extension of the route from Alexandra Palace to New Southgate. We are, therefore, not submitting comments on these specific issues but offering some broad points to inform the consultation.

We want to see Crossrail 2 built at the earliest opportunity because it could bring many benefits. Firstly, Crossrail 2 is vital to providing London with the high quality rail capacity needed to cope with a rapidly increasing population. Rapid population growth without Crossrail 2 will put increasing strain on the rail and Tube networks. Secondly, investment in Crossrail 2 could generate sizeable economic benefits, estimated at £49 billion. Thirdly, the scheme could regenerate areas of north east London with low employment and high deprivation. Not only would these benefits be delivered sooner if Crossrail 2 was built quickly but a shorter timescale for delivery could also ensure better value for money. If construction of Crossrail 2 follows closely behind Crossrail 1, there will be opportunities to capitalise on the technical expertise and skills already in place for that project.

Any changes to the Crossrail 2 route should, therefore, be based on maximising these benefits. The changes should have a sound rationale providing for the delivery of improved transport, economic, regeneration and/or value for money benefits. Any changes should also take account of the desire to deliver Crossrail 2 soon to the highest standards.

We want to see Crossrail 2 at the forefront of inclusive and sustainable design from the outset. This includes that all stations on the Crossrail 2 route – both newly-constructed stations and those at existing sites – should provide full street-level to train accessibility for passengers with reduced mobility. Planning for Crossrail 2 should also take account of access for people with bikes and the provision of cycle parking at the earliest stage, the use of sustainable construction materials, the measurement of CO2 emissions in construction, and low energy usage of stations and trains. Contractors for Crossrail 2 should be required to follow the highest road safety standards to help reduce casualties amongst vulnerable road users.

¹ Transport Committee's response is available to view online at: <http://www.london.gov.uk/mayor-assembly/london-assembly/publications/crossrail-2-consultation-response>

We trust that TfL will take our comments into account and look forward to receiving details of the outcomes of the consultation in due course.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Caroline Pidgeon', with a long, sweeping flourish extending to the right.

Caroline Pidgeon MBE AM
Chair of the Transport Committee