



Department
for Transport

05 JUL 2016

TT
Vc
The Secretary of State for Transport
The Rt. Hon. Patrick McLoughlin

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Rt Hon Sadiq Khan
Mayor of London
City Hall
The Queen's Walk
More London
London
SE1 2AA

4 JUL 2016

Sadiq

Following the joint appointment of Andrew Adonis as chair of Crossrail 2 I am pleased to see that DfT and TfL officials have been able to work quickly together to develop a governance structure for the first year of this project. Andrew Adonis will be chair of a strong programme board to oversee development of the project which will also have key membership from TfL, DfT and HM Treasury, IPA, DCLG and the GLA.

In developing the programme board I fully support that this board should also have independent members on it to provide the requisite challenge to the project. I understand that Andrew Adonis has expressed a preference for two individuals who bring significant experience in funding and finance and railway engineering. I do believe however that it is important that we have a third independent member who brings experience of major infrastructure projects at an early stage and preferably with Crossrail experience. I am therefore happy to endorse Andrew Adonis preferences providing that my department is able to nominate a third independent member. We have an individual in mind, who my department have already approached informally. I am therefore confident that if you are content for DfT to nominate a third individual, we will be in a position to confirm who that will be imminently.

I am also keen to ensure that we jointly agree the remit for Andrew Adonis in his first year and ask that is expedited as soon as possible between us. I am clear that the focus of the Chair for the first year needs to be on ensuring the development of a robust business case and funding strategy for the project, alongside making progress on how any housing strategy for the project is to be realised and controlling costs.

Finally I cannot emphasise enough the need for each of our organisations to work collaboratively together to ensure that we can take the timely and vital decisions that are needed on the project, especially the development of a robust business case for the project leading to approval of the Strategic Outline Business Case in March 2017; and confirmation on the final route for the project for which we would proceed to seek powers.

y - e
Patrick

RT. HON. PATRICK McLOUGHLIN MP

Sadiq Khan
Mayor of London
City Hall
The Queen's Walk
London, SE1 2AA

Date: 01 August 2016

Dear Sadiq

In the coming months, London and national Government face some important decisions about the future of Crossrail 2. An increasingly compelling case has been made for this investment, both to relieve congestion on London's existing network and to support London's essential growth. I am hopeful that you and Government will remain united behind this case, and stay committed to this vital project. However, since the report of the National Infrastructure Commission this year, there has been doubt over whether the New Southgate branch of the proposed route should be included in the first phase, or instead abandoned or 'phased' to save costs. This is a real concern for Haringey.

Haringey is completely committed to delivering the growth in homes and jobs which London and the UK needs, and on which our residents' future will depend. Our ambitious plans for regeneration in Tottenham and Wood Green, and our emerging joint venture vehicle to drive development on council-owned land, are the ever-more powerful expressions of that commitment. And we are delivering that growth, with major planning consents and development agreements already in place, and strong partnerships with landowners, developers and the GLA among others. We stand ready to do much more, and nothing will be more important than Crossrail 2 in determining what is possible.

I naturally understand the scale of investment necessary for a scheme like Crossrail 2, and I remain committed to working with TfL and others to find options for reducing costs. However, I am deeply concerned that by simply removing the New Southgate branch, we will undermine growth not only along that branch - where Crossrail 2 has potential to unlock at least 15,000 new homes - but also along the central Lea Valley line. This is not a risk; it is a fact. Our analysis, supported by Arup, shows that:

- without the stabling and maintenance facilities proposed for New Southgate, the potential alternative location for these facilities at Tottenham Hale would directly threaten our plans for around 2,000 new homes and 4,000 new jobs in the area – the plans and delivery arrangements for which are already well advanced – as well as undermining London's biggest Housing Zone and threatening the investment market's confidence in the wider plans for change.
- without Crossrail 2 at Wood Green, our plans for 6,500 new homes and 1,500 new jobs - and the revitalisation of a flagging Metropolitan Town Centre - would be jeopardised by greater uncertainty, lower values, major viability challenges and a much weaker case for attracting investment.

- without Crossrail 2 at Seven Sisters, we lose the chance for an additional 10-20% increase in new homes over those that might otherwise occur at this vital southern anchor for the Tottenham regeneration plan.
- without Crossrail 2 at New Southgate, potential for a new Opportunity Area and over 5,000 new homes will never be realised.
- the New Southgate Branch appears at least as attractive in cost benefit terms as the rest of the Crossrail 2 scheme.
- so-called 'phasing' of the New Southgate Branch would almost certainly increase the total real cost of delivering the scheme; building infrastructure in two phases is almost always more costly, not least due to lost economies of scale and construction costs rising faster than inflation.

London's success is the UK's success. And London's success depends more than ever before on growth in boroughs like Haringey, and crucially on the investment to support that growth. Of course this can't and shouldn't all be public investment, and I am keen to support innovative ways not only to fund Crossrail 2, but also to deliver growth along the route. But we in government must lead the way, leaving no one in any doubt about our commitment to growth, investment and prosperity. To simply abandon the New Southgate branch at this stage would be a false economy with lasting consequences for our shared growth ambitions.

I would be glad to meet and discuss this with you further, or to provide more detail on the work we have done with Arup on the New Southgate branch, if that would be of interest.

I am writing in similar terms to the Chancellor and Secretary of State for Transport.

Yours sincerely



Cllr Claire Kober
Leader, London Borough of Haringey

cc: Val Shawcross CBE
Jules Pipe
Michèle Dix
Lord Andrew Adonis
Sir Merrick Cockell

Leader and Cabinet Office
River Park House
225 High Road
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London N22 8HQ

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E Claire.Kober@haringey.gov.uk

www.haringey.gov.uk



CATHERINE WEST MP

Member of Parliament for Hornsey and Wood Green

24 AUG 2016

Rt Hon Sadiq Khan
Mayor of London
City Hall
The Queen's Walk
London
SE1 2AA

20 August 2016

Dear Sadiq,

I want to thank you for your continued support of the Crossrail 2 project. Construction of Crossrail 2 is vital if we are to address the severe problems of congestion that are currently crippling the TfL network across the capital. However, the arguments for this project go beyond alleviating busy carriageways; supporting London's growth as a global city is dependent in part upon the swift construction of this new train line. I sincerely hope that the Government, the Mayor of London and the Greater London Authority remain united in their support for this essential infrastructure project.

As a member of the All-Party Parliamentary Group on Crossrail 2 I have kept an open mind on the various route options for the proposed line, however **I do believe there is compelling case for a Crossrail 2 station at Wood Green.**

The large-scale regeneration of the town-centre of Wood Green is now underway, with over 6,500 new homes included within this ambitious project. Given that London is now gripped by the worst housing crisis our generation has ever seen, it is imperative that major transport projects such as Crossrail 2, do more than improve commuting times and train capacity, they must help support London's growth. A Crossrail 2 station at Wood Green is critical if we are to see the full revitalisation of this town-centre; a town-centre which will in part help address the London housing crisis.

As with all large infrastructure projects, there will of course be a number of local concerns that need to be addressed ahead of actual construction. As we have seen in the Crossrail 1 project, these can be resolved in due course and should not delay the project's overall progress.

Kind regards,

Catherine West MP

Member of Parliament for Hornsey & Wood Green

Cc: Cllr Claire Kober OBE; Michèle Dix CBE; Rt Hon David Lammy MP; David Burrowes MP;

HOUSE OF COMMONS, LONDON SW1A 0AA TEL: 020 7219 6141

Email: catherine.west.mp@parliament.uk www.catherinewest.org.uk

Twitter: @CatherineWest1



Victoria Borwick MP
Member of Parliament for Kensington
House of Commons, London SW1A 0AA

KC
TRANSPORT.
20 SEP 2016

13 September 2016

Sadiq Khan Esq
Mayor of London
City Hall
The Queen's Walk
London
SE1 2AA

Dear Sadiq

Crossrail 2 - London needs a station in Chelsea

I was pleased to see your appointment of Matthew Ryder QC as Deputy Mayor to lead on social integration, and that social mobility is clearly high on your agenda as Mayor.

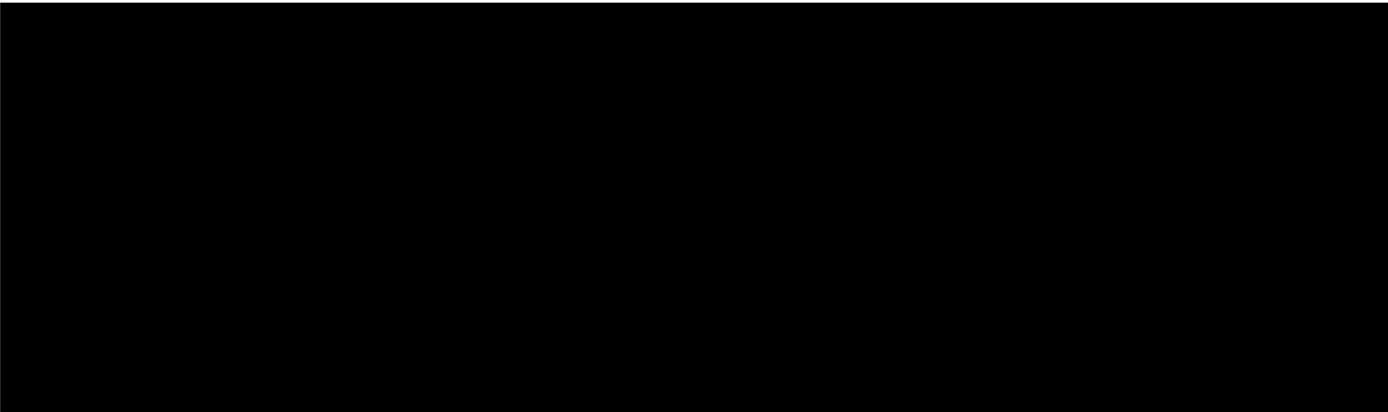
Contrary to popular misconception, Kensington and Chelsea suffers from high levels of deprivation in areas such as the Cremorne Estate and World's End, and in North Kensington. Having lived in the area all my life, I know that a new Crossrail 2 station will significantly benefit this area which is poorly served by public transport, and increase access to employment, whilst also supporting the major hospitals who need transport for their staff and patients. Even more importantly it provides the opportunity for more housing. We need more affordable housing in this area. And it is forecast that this new station offers the opportunity of 3,500 additional homes. (RBKC figures)

South Kensington station alone is already used by more people annually than Gatwick Airport. TfL figures project that by 2030 an additional 48 million people are expected to travel to Chelsea using the Tube network so the need for access to public transport will only increase for the 44,000 residents and 45,000 employees who live within 1 km of the proposed Crossrail 2 station.

The new Crossrail 2 station would help address local inequalities, providing step-free access to the King's Road for the capital's estimated 84,000 wheelchair users, 314,000 people with walking difficulties and thousands of others, such as parents with pushchairs. It would also help the area's three large hospitals with over 10,000 workers and 1.3 million patients a year, as well as providing the opportunity to deliver 3,500 new homes.

Without Crossrail 2, Kensington and Chelsea is vulnerable to decline. During the 2008 recession it suffered a much larger reduction in employment than the average for the rest of London. As a major cultural destination it's three museums, which are within my constituency, account for 20% of all visits to London's top 100 attractions and have grown by 25% in the last five years. These top London visitor attractions are threatened if we do not invest in our transport and improve capacity.

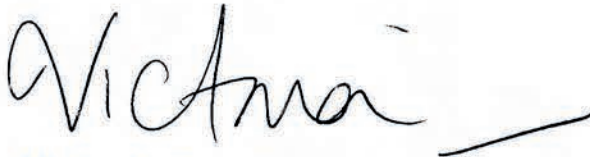
The leading cultural institutions, such as the Royal Albert Hall, the Victoria and Albert Museum and the Science Museum, among others, are very supportive of a Crossrail station in Chelsea and have previously written in support.



I do not believe they have yet had the opportunity to discuss this matter with TfL but they consider there could be a number of options for raising capital expenditure via private sector leverage that should be fully explored. With this opportunity I trust that concerns regarding capital expenditure will not become the key factor in this decision which would clearly be to the detriment of business, leading educational and cultural institutions, local communities, and above all London as a world city.

With the decision set to be determined over the coming weeks, I would be very grateful if you would meet with me and local representatives of the supportive campaign to fully explore how a station can be delivered for the benefit of the Capital.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Victoria', followed by a long horizontal flourish line.

Victoria Borwick MP
Member of Parliament for Kensington

Cc: Val Shawcross CBE, Deputy Mayor for Transport
Matthew Ryder, Deputy Mayor for Social Integration, Social
Mobility and Community Engagement
Michele Dix, Transport for London
David Lammy Chair Crossrail APPG
Cllr Nick Paget-Brown, Leader RBKC

MAYOR OF LONDON

Rt Hon Chris Grayling MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

Our ref: MGLA070716-7462

Date: 13 SEP 2016



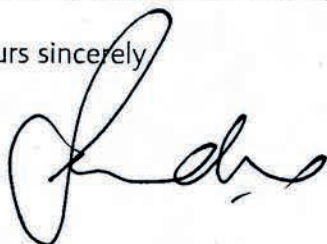
Crossrail 2 Programme Board

I received a letter from your predecessor in July about Crossrail 2 and the plans that our respective teams have recently put in place to ensure the further development of the project through the Crossrail 2 Programme Board. I am glad that since the letter was sent, all of the Independent Programme Board Members, including the Department for Transport's nominee Robert Jennings, have been appointed.

At its first meeting on 30 June the Programme Board agreed its Terms of Reference. This document should guide the work of the Board and so the remit of the Chair. The development of the Business Case, the Funding and Finance Strategy and the Housing Strategy will be key components of that remit and the Terms of Reference make specific mention of these alongside a more general requirement to 'make recommendations to the Mayor of London and the Secretary of State for Transport on matters regarding the development of Crossrail 2'.

The Programme Board also recommended that the Chair of the Board 'should agree with the Department for Transport and Transport for London the formal process for ratifying the Programme Board's recommendations'. I hope your department will be supportive of the Chair reaching agreement on this as quickly as possible, allowing us all to move forward with the necessary work to deliver a Hybrid Bill in 2019.

Yours sincerely



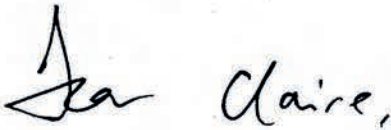
Sadiq Khan
Mayor of London

MAYOR OF LONDON

Councillor Claire Kober
Leader of the Council
Haringey Council
River Park House
225 High Road
Wood Green
London N22 8HQ

Our ref: MGLA050816-1262

Date: 13 SEP 2016

 Claire,

Thank you for your letter of 1 August about the Crossrail 2 scheme.

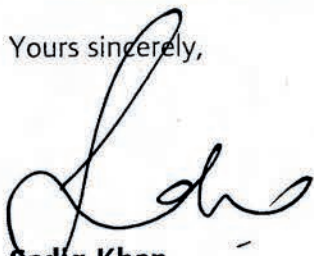
As you know, Crossrail 2 is a crucial part of London's future. If the capital and the wider South East are to continue to thrive, we must find ways to accommodate a growing population and ensure that the most productive and competitive parts of the UK's economy can continue to grow. The Government's National Infrastructure Commission (NIC) was clear in its report 'Transport for a World City' that Crossrail 2 is an "essential response to the challenges London will face in the 2030s" and that it should be "taken forward as a priority".

Alongside these firm statements of support for the scheme, the NIC also asked us to find at least £4bn of savings across the project. That is the task that Transport for London is currently undertaking; looking at all parts of the proposed Crossrail 2 route and seeking to ensure that we deliver a scheme that has the strongest possible business case. This work includes considering how one of the scheme's primary objectives - increasing connectivity into areas of prospective future housing growth to drive large-scale, sustainable housing and development - could be impacted by potential amendments to the route.

Following your meeting with my Deputy Mayor for Transport, Val Shawcross, and Michèle Dix in July, if they haven't been in contact with you already, Michèle's office will be in touch to arrange a further meeting to provide you with an update in advance of the next public consultation later in the year.

Thank you again for writing.

Yours sincerely,



Sadiq Khan
Mayor of London



TT
144
HOUSE OF COMMONS

Sadiq Khan
Mayor of London
City Hall
The Queen's Walk
London, SE1 2AA

20 September 2016

21 SEP 2016

Dear Mr Khan,

Please find enclosed a copy of correspondence recently received from my constituent [REDACTED] [REDACTED] [REDACTED] regarding the proposed route of Cross Rail 2.

[REDACTED] is concerned that Cross Rail 2's currently proposed route does not provide any access for commuters living in London's South East quadrant. As such, I would be grateful if you confirm whether connecting Cross Rail 2 into South East London has ever been considered by TfL, given that a large proportion of London's working population lives in this area.

Thank you and I look forward to hearing from you soon.

Kind regards,

P.P. A. Ming

Jo Johnson MP

Member of Parliament for Orpington

House of Commons

London

SW1A 0AA

jo.johnson.mp@parliament.uk

www.jo-johnson.com

Paul Robinson

From: Valerie Shawcross
Sent: 03 May 2017 14:49
To: [REDACTED]@tfl.gov.uk
Subject: FW: 21 September Mayor's meeting final pack - TfL Restricted & confidential
Attachments: Item 1 160915_Crossrail 2 Funding Financing_Mayor v5.pdf; Item 2 Mayor Review of SVT Aug2016 v2.0.pdf; 2016-09-14 TfL Business Plan - Mayoral Briefing final issued.pdf; 001 210916 TfL_M agenda final.pdf

Importance: High

From: [REDACTED]@tfl.gov.uk
Sent: 19 September 2016 15:50
To: [REDACTED]
Cc: Nick Bowes; [REDACTED]; Tim Steer
Subject: FW: 21 September Mayor's meeting final pack - TfL Restricted & confidential

Hi [REDACTED]
Please find attached the materials for this week's Mayoral meeting with TfL, please let me know if there are any queries.

Thanks
[REDACTED]

From: Rogan Kerri
Sent: 19 September 2016 15:48
To: [REDACTED]
Cc: Doyme Stephanie; Tim Steer; Nunn Ian
Subject: 21 September Mayor's meeting final pack - TfL Restricted & confidential

[REDACTED]

As discussed please find attached the final agenda and associated papers for this week's regular meeting with the Mayor.

Just to be clear the only two changes to the pack I sent you previously are:

- 1) Re CR2 – the removal of the paper which has been replaced by slides
- 2) Business planning – the addition of the final deck which is the same version – bar one minor tweak to a figure- to what Ian send to Val and David on Friday evening

Shout if you have any queries.

Kind regards,

Kerri Rogan

Head of Corporate Affairs

Customers, Communications & Technology
Transport for London
Windsor House (11th floor)
42-50 Victoria Street
London SW1H 0TL



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Crossrail 2 Update

Mayoral Briefing

21 September 2016

Contents

1. Overall timetable

2. Revised Case Scheme Option

3. Funding and finance

Project timetable reflecting NIC recommendations

- Updated Business Case, due by the end of the year, needs to respond to key NIC recommendations including:
 - Revising the Case Scheme Option, reducing the estimated £31.6bn cost by at least £4bn
 - Setting out a delivery plan for the 200,000 homes that Crossrail 2 could unlock
 - Demonstrating progress towards a funding deal

Key project milestones	Timing
Agree scope of Crossrail 2 (Case Scheme Option) for Business Case and consultation	September 2016
Agree funding and financing approach, and approach to housing and development, as part of updated Business Case	Sept – Nov 2016
Public consultation on Case Scheme Option	Oct 2016 – Jan 2017 (planned)
Submit updated Business Case to Government	December 2016
<i>Subject to Business Case approval (expected March 2017):</i>	
Start development phase; award design contracts for Hybrid Bill preparation	April 2017
'London Deal for Crossrail 2' covering funding and finance, and housing	Spring 2019
Hybrid Bill submission	March 2019
Mayoral and general elections	May 2020
Construction starts	Circa 2022
Crossrail 2 opens	By 2033

Contents

1. Overall timetable

2. Revised Case Scheme Option

3. Funding and finance

Part 2 and 3 of briefing exempt Regulations 12 (4)(d)

16:15 - 17:15, Mayor's Office, City Hall

- Mayor of London (Sadiq Khan), David Bellamy, Nick Bowes, Val Shawcross, Jack Stenner, Tim Steer
- Mike Brown, Michèle Dix, Garrett Emmerson, David Rowe, Ian Nunn, Howard Carter, Kerri Rogan

Ref	Item	TfL lead
1	Crossrail 2 - funding and financing	Michèle Dix
1	[REDACTED]	[REDACTED]
1	[REDACTED]	[REDACTED]
1	[REDACTED]	[REDACTED]
1	[REDACTED]	[REDACTED]

Information not relevant to request



C-NA
**THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX**

Tel: 020 7361 2114 email: leader@rbkc.gov.uk

**Councillor Nicholas Paget-Brown
Leader of the Council**

HC

Sadiq Khan
Mayor of London
Greater London Authority
City Hall
The Queen's Walk
London SE1 2AA

03 OCT 2016

26 September 2016

Dear Mr Mayor

CROSSRAIL 2: KING'S ROAD

I followed your recent visit to the United States with interest, and I fully support your message to the rest of the world that London is open for business. In uncertain times, it's a message that bears repetition.

In fact, it struck me that in that vital message lies what might just be the most compelling reason of all for pressing on with Crossrail 2 – including a station on the King's Road.

The people to whom you are reaching out – the international wealth-creators – would find in Chelsea the things they'd look for in a London home. The fabulous period housing stock, for a start, but also the schools, the restaurants and certainly its wonderful cultural life. It is a place in which people feel safe. In nearly all respects, Chelsea is a natural home for the people that London must continue to attract from overseas. But, and I speak as a Chelsea resident myself, the criterion that would probably not get a tick in the box is transport.

The National Infrastructure Commission was right to note that, actually, two crowded and ancient Tube stations on the edge of Chelsea means it's not well served by rail, in inner London terms. TfL is making splendid efforts to upgrade what we've got, and we now enjoy air-conditioned trains and the promise of more capacity that will ease the crowding, for a while.

But if I were a foreign businessman considering making London his home, I'd want more than that. I'd want to know that there are attractive places, with a strong sense of history and character, to which I can come home quickly from a day's work in town, or perhaps from an overseas trip. Crossrail 2 can make Chelsea so much

better connected than it is at present, and there really isn't another scheme on the drawing board that could do this.

You will be under pressure from the Government to pare all non-essential costs from Crossrail 2. Ministers do not want to be seen to spend more on London's infrastructure than they have to - I understand that. But we all need to reflect on the signal they would be sending out to the world if the Chelsea-Hackney Line, which for many years was earmarked for two stations in Chelsea, were to end up not coming to Chelsea at all?

The signal would be that London had lost its confidence and its vision, that it couldn't afford a station that, assuming it lasts 100 years, would have cost £10 million a year before allowing for the benefits I have set out in previous letters. This would not sound like a London that is open for business.

Even on a narrow cost-benefit analysis, the numbers for a Chelsea station stack up. As you know, we see huge stamp duty revenue - in the order of £700m, over 40 years, from new homes and the uplift in sales value of existing homes. We see Gross Development Value over £6bn. And we see ten per cent higher spending in our shops and businesses - that's approaching half a billion each year too.

Of course, all of these figures are projections, analysts' best estimates. We cannot know for certain exactly how many new homes will be built, or the tax revenue that this will release. Nor can we really know how much less congested our roads will be, or how much cleaner our air.

But I think we can be fairly certain that pushing ahead with a Crossrail 2 station at Chelsea sends out a clear and positive message. One that says London is continuing to invest, to grow, and to be the best city in the world in which to do business.

There is no Plan B to provide the connectivity to Chelsea that it needs if it's to play its full part in London's ongoing success. I urge you to stick with Plan A.

Yours sincerely

A handwritten signature in black ink, reading "Nick Pugh". The signature is written in a cursive, flowing style with a large initial 'N'.

MAYOR OF LONDON

Catherine West MP
House of Commons
London SW1A 0AA

Our ref: MGLA060916-4608

Date: 04 OCT 2016

Dear Catherine,

Thank you for your letter of 20 August about Crossrail 2.

As you acknowledge in your letter, Crossrail 2 is a crucial part of London's future. If we, and the wider South East, are to continue to thrive we must find ways to accommodate a growing population and ensure that the most productive and competitive parts of the UK's economy can continue to grow. The Government's National Infrastructure Commission (NIC) was clear in its report 'Transport for a World City' that Crossrail 2 is an "essential response to the challenges London will face in the 2030s" and that it should be "taken forward as a priority". Encouragingly, the recent Crossrail 2 Independent Growth Commission report recognised that the scheme could help to expedite the delivery of housing even ahead of the railway opening.

Alongside the NIC's firm statements of support for the scheme, it also asked Transport for London (TfL) to find at least £4bn of savings across the project. TfL has looked at all parts of the proposed Crossrail 2 route, keeping in mind feedback from the last public consultation, to ensure that it delivers a scheme that has the strongest possible business case. This work includes considering how one of the scheme's primary objectives, increasing connectivity into areas of prospective future housing growth to drive large-scale, sustainable housing and development, could be impacted by potential amendments to the route.

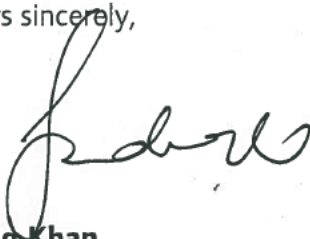
TfL's work has now been considered by the Crossrail 2 Programme Board and it has recently put forward its recommendations on the revisions to the scheme for further public consultation for my and the Secretary of State for Transport's consideration. We are considering the Board's recommendations carefully.

Michèle Dix, Crossrail 2's Managing Director at TfL, is happy to update you prior to the next round of consultation this autumn and I have asked her office to make contact with you to agree a suitable date and time.

MAYOR OF LONDON

Thank you again for taking the time to write to me.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Sadiq Khan', written over the 'Yours sincerely,' text.

Sadiq Khan
Mayor of London

MAYOR OF LONDON

Victoria Borwick MP
House of Commons
London SW1A 0AA

Our ref: MGLA230916-6949

Date:

12 OCT 2016

Dear Victoria,

Thank you for your letter of 13 September regarding Crossrail 2.

As you acknowledge in your letter, Crossrail 2 is a crucial part of London's future. If we, and the wider South East, are to continue to thrive we must find ways to accommodate a growing population and ensure that the most productive and competitive parts of the UK's economy can continue to grow. The Government's National Infrastructure Commission (NIC) was clear in its report 'Transport for a World City' that Crossrail 2 is an "essential response to the challenges London will face in the 2030s" and that it should be "taken forward as a priority".

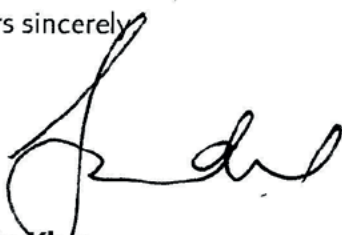
While it is true that funding must be kept in mind when developing the scheme, there are a wide range of factors that Transport for London (TfL) are considering. This includes ensuring that the scheme is successful in increasing connectivity into areas of prospective future housing growth to drive large-scale, sustainable housing and development.

TfL's work has now been considered by the Crossrail 2 Programme Board, which has recently put forward its recommendations on the scheme's revisions for further public consultation to me and the Secretary of State for Transport. No final decisions have been made.

While I am very grateful for your kind invitation to meet with you and local representatives, I'm afraid that my diary is currently full with commitments, so I am unable to accommodate a meeting at this time. However, I understand that you met with Michèle Dix to show her the potential station site and surrounding area and that Michèle provided you with a full update on the work of her team. I encourage you and others in Kensington and Chelsea to continue to contact Michèle about the scheme.

Thank you again for writing.

Yours sincerely



Sadiq Khan
Mayor of London

MAYOR OF LONDON

The Prime Minister

10 Downing Street
London SW1A 2AA

Date: 27 OCT 2016

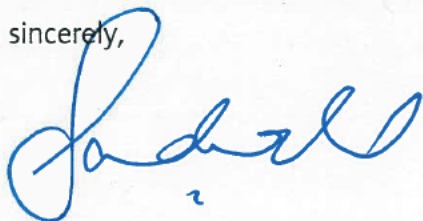
Dear Prime Minister,

I welcome the commitment you gave to supporting Crossrail 2 in your response to a question from Stephen Hammond MP in PMQs yesterday. As you know, the Government's National Infrastructure Commission (NIC) recognised Crossrail 2 as a scheme of regional and national significance and recommended that it 'should be taken forward as a priority'. The Government's response to the NIC report set out its agreement that Crossrail 2 is a priority scheme and that, as such it should be fully developed with 'a view to depositing a Hybrid Bill in this Parliament'. Crossrail 2 will be a major boost to growth in the short-term and long-term, benefitting people in every corner of Britain. This is more important than ever as a result of the economic uncertainty in the aftermath of the EU referendum.

However, I was concerned that in your response to Stephen you also indicated that the Government is waiting to see a robust business case, and a proper funding proposal in relation to Crossrail 2. Under the agreed timetable, Transport for London (TfL) would indeed be in a position to submit their business case, based on the preferred route, by the end of the year. As part of this, the Crossrail 2 programme board, in which TfL and DfT are joint partners, has also agreed to the proposed route, as per the timetable. However, the Secretary of State for Transport has not yet signed off the route, despite having received everything that has been asked of TfL. It is impossible for TfL to proceed to the next stage of consultation, or submit the business case and funding proposals, without this immediate support from Government.

I am currently awaiting a letter from the Secretary of State outlining his thoughts as to why the route has not yet been agreed, but I would welcome the opportunity to discuss progress with both you and the Secretary of State to ensure this nationally significant scheme faces no further delay.

Yours sincerely,



Sadiq Khan
Mayor of London

Cc: Rt Hon Chris Grayling MP, Secretary of State for Transport



Department
for Transport

Sadiq Khan
Mayor of London
City Hall
London
SE1 2AA

From the Secretary of State
The Rt. Hon. Chris Grayling

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: chris.grayling@dft.gsi.gov.uk

Web site: www.gov.uk/dft

29 October

D Sadiq

I wanted to write to you in regard to Crossrail 2 as I understand that agreement has now been reached not to proceed with an autumn consultation.

I would like to emphasise that this Government fully supports the principle of Crossrail 2. We know, as you are acutely aware, that there are challenges on the transport network in London and that action will need to be taken. Crossrail 2 could be part of the solution whilst also delivering new homes and creating jobs. It is therefore vital that we prioritise the current work on developing a robust business case that demonstrates good value for money, exploring the strategic alternatives, bearing down on cost, and delivering a credible funding plan – before any further consultation.

My officials will continue to work closely with TfL and Network Rail on developing the proposals, reflecting the National Infrastructure Commission's recommendations and previous consultations. I also propose our officials work together to develop common lines and handling to take to address any press queries and stakeholder enquires that arise as a result of not going out to consult this autumn.

I do also recognise the importance of maintaining positive momentum for the project in the absence of a consultation this autumn. I would therefore like to invite you to meet and discuss ways to maintain and demonstrate momentum alongside carrying out the important work on the business case and funding plan. Please contact my diary secretary [REDACTED] at transportsecretary@dft.gsi.gov.uk if you would like to meet.

Finally, I cannot emphasise enough that it is essential for our organisations to work openly and collaboratively, to push forward the plans for Crossrail 2. This project involves real funding and financing challenges we need to address together, including how London would contribute at least half of the costs. This will ensure that we can play our part in supporting London in maintaining its position as a world city.



Rt Hon Chris Grayling MP

SECRETARY OF STATE FOR TRANSPORT

MAYOR OF LONDON

Jo Johnson MP
House of Commons
London SW1A 0AA

Our ref: MGLA230916-6934

Date: 02 NOV 2016



Thank you for your letter of 20 September on behalf of your constituent [REDACTED] about his concerns over the proposed route alignment of Crossrail 2 and potential transport improvements in the London Borough of Bromley.

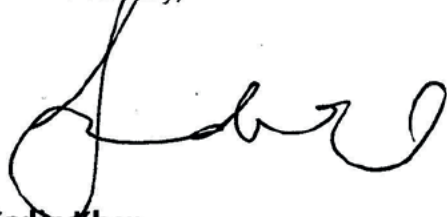
I recognise population growth and the challenge it presents for transport and housing is an issue across London and the South East. Significant improvements are already being delivered including Crossrail 1, the Tube modernisation programme and Thameslink, which will significantly boost capacity over the coming decade.

Crossrail 2 is part of a long-term plan providing additional capacity and easing crowding across the region's public transport network. It was developed to address specific problems in the South West and North East quadrant of London and as part of a strategy which also includes improvements to Network Rail services, the Bakerloo line extension and Overground improvements. Although Crossrail 2 will not serve Bromley directly, local residents will still benefit from reduced crowding at Victoria station (the principal terminus for services to and from Bromley South) on the Victoria line, and on the Northern line through London Bridge (the principal terminus for services to and from Bromley North).

TfL has developed the Crossrail 2 route through an extensive programme of option identification and assessment work. More than 100 different route options across several corridors have been examined, and it believes it has identified the optimum route which addresses transport and growth challenges. Major public consultations were held on the scheme in 2013, 2014 and 2015. TfL will continue to hold further public consultations as the scheme develops.

Thank you again for writing to me.

Yours sincerely,



Sadiq Khan
Mayor of London

(Link to 041116-1618)



10 DOWNING STREET
LONDON SW1A 2AA

05 DEC 2016

KC
TT

THE PRIME MINISTER

2 December 2016

Dear Sadie

Thank you for your letter of 27 October about Crossrail 2. I understand that the Transport Secretary wrote to you about this issue on 29 October.

As I said in my response to Stephen Hammond MP's question on 26 October at Prime Minister's Questions, this Government fully supports the principle of Crossrail 2. However, we need a robust business case and credible funding plan, which demonstrates how London can pay for at least half of the costs of the scheme, as the Government made clear in its response to the National Infrastructure Commission. The Government also made clear that deposit of a Hybrid Bill in this Parliament is contingent on this work. It is therefore crucial for City Hall, Transport for London (TfL), Network Rail and the Department for Transport to work closely together on these plans.

I understand that the agreement of a proposed route now is not essential to completing the Strategic Outline Business Case and funding plan. The Strategic Outline Business Case will, in fact, help to decide the proposed route. However, Department for Transport officials are working with TfL and Network Rail to brief ministers about the current route proposal which was endorsed by the Crossrail 2 Programme Board.

I am aware that arrangements are being made for you to meet the Transport Secretary, and regret that, due to diary pressures, I will be unable to join you. However, as this is a transport matter, the Secretary of State is best placed to discuss these issues with you.

Yours sincerely

The Mayor of London

Paul Robinson

From: [REDACTED]@tfl.gov.uk
Sent: 08 December 2016 09:44
To: David Bellamy; Valerie Shawcross; Mike Brown
Subject: RE: Crossrail 2 discussion today

Hi David/Val/Mike

The committed timetable we are working to is one where to need to get the final SOBC (Strategic Outline Business Case) submitted to the Government in early March (March 4th at the latest) so we can get the Hybrid Bill submitted by Spring 2019 and critically the second reading (ie agreement in principle) in this parliamentary term.

Before we submit the SOBC it we have to send sections to various government departments – ‘centres of excellence’ for them to review. We also have to give the DfT’s BICC (their decision making committee) briefing sessions on the content before we submit it. As such we are aiming to get the SOBC (excluding one section on strategic (alternatives) agreed by the next Programme Board (on January 25th).

[REDACTED]

Another key component of the SOBC is around our housing assumptions and the Housing Delivery Plan (a requirement of the National Infrastructure Commission). There is a sub panel on ‘growth and development’ to review the draft report on housing for the SOBC on 13th December.

The outcome of both these sub panel meetings informs the revisions we need to do to the SOBC version that we take to the Programme Board on the 25th January.

There was a Programme Board on the 14th December but because the sub panels will not have met before this, we will use this meeting to agree the broad narrative of the SOBC with HMT and DfT.

So in short we do need to know whether the mayor is happy for us to propose the funding assumptions as per the table on page 4 of the mayoral note , preferably before the end of next week. The MCIL assumptions reflect the further conversations about ensuring they reflect the mayor’s policy on affordable housing.

The housing assumptions are ones where we do need to understand the mayor’s views regarding what we can say on the land use policy changes that they would require.

[REDACTED]

Getting feedback on the mayor on these issues is important before the end of next week.

Regards Michele

Regulations 12 (4)(d)

From: David Bellamy [mailto:[REDACTED]@london.gov.uk]
Sent: 08 December 2016 08:36
To: Dix Michèle; val shawcross
Cc: Brown Mike (Commissioner)
Subject: Crossrail 2 discussion today

Hi,

We're scheduled to discuss Crossrail 2 with Sadiq later today. He's yet to see the TfL paper, which I held back while discussions have been ongoing in recent days.

The feeling here is that we haven't yet achieved either full alignment amongst colleagues, or a clear set of choices to put before Sadiq. [REDACTED]

I'm not familiar with the precise timetable Michele is working to, so would welcome advice as to the best way forward and whether there is value in an update for Sadiq today or we would be better to delay given that work on the key items is still ongoing. One option may be to use some of the time set aside in Sadiq's diary next Tuesday for TfL board prep (which shouldn't need an hour?).

Thanks,
David.

David Bellamy
Chief of Staff
Mayor's Office
Greater London Authority
City Hall, London, SE1 2AA
Tel: 020 7983 [REDACTED]

Regulation 12(4)(d)

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Paul Robinson

From: [REDACTED]@tfl.gov.uk
Sent: 08 December 2016 10:54
To: David Bellamy; Valerie Shawcross
Cc: Mike Brown
Subject: RE: Crossrail 2 discussion today

Hi David

There are two issues we need a steer on – the funding one and the assumptions behind the housing numbers and our approach.

The funding one is more critical.

There is a link between the CR2 housing numbers and the MCIL numbers in the funding – but since MCIL is collected over the whole of London and applies to more than just residential development the link is not critical. CR2 will deliver an additional 200,000 homes over a period to 2060 (the peak rate is in the 2030s with some 14,000 per annum). MCIL is assumed to be collected to 2040 across the whole of London with new home delivery rates in line with the London Plan at 49,000 per year.

[REDACTED]

To produce a Final Housing Delivery Plan (direction of travel in the SOBC and final details on March 2019) will require more detailed work with the GLA and DCLG. What we need to understand now is whether the principle of wanting to maximise growth around stations, and where this would require some rationalisation of land use as well as densification, is acceptable in creating better places in which to live.

I appreciate we haven't got much time this afternoon and wonder if an update can be given highlighting that we need a steer on these issues, but that we could provide a fuller briefing with other GLA colleagues next week to get the actual steer?

Regards Michele

Regulation 12(4)(d)

From: David Bellamy [mailto:[REDACTED]@london.gov.uk]
Sent: 08 December 2016 10:00
To: val shawcross; Dix Michèle
Cc: Brown Mike (Commissioner)
Subject: RE: Crossrail 2 discussion today

Thanks both for your replies.

I have got the Tuesday night paper and have had concerns expressed to me since this was issued. I understand that [REDACTED]

I think if we are going to proceed today, I would need to ensure relevant GLA colleagues can join us and I'm concerned that we would then be playing out discussions that should have happened before we present to Sadiq. How much is a substantive issue I'm not sure, my concern is that it will be difficult to confirm this in the next few hours (particularly as many of the key people are in the Homes for Londoners board meeting for the next couple of hours).

I am very keen that we get this resolved quickly, everyone here appreciates the importance of this decision and the necessity of pushing forwards – which is why we need to ensure it's taken in the right way.

Thanks,
David.

From: Valerie Shawcross
Sent: 08 December 2016 09:00
To: David Bellamy; [REDACTED]@tfl.gov.uk
Cc: Mike Brown
Subject: RE: Crossrail 2 discussion today

Hi David.

I'm wondering if you've got the latest paper on Tuesday night. We had reached agreement with James and Jules on the MCIL figures. We are using the London Plan figures and targets and the affordable housing 50% target. The modelling all stacks [REDACTED]

[REDACTED] We worked really hard to get all this sorted.

Are you [REDACTED] Tim sent on Tuesday night?

Val

Sent with Good (www.good.com)

-----Original Message-----

From: David Bellamy
Sent: Thursday, December 08, 2016 08:36 AM GMT Standard Time
To: [REDACTED]@tfl.gov.uk; Valerie Shawcross
Cc: Mike Brown
Subject: Crossrail 2 discussion today

Hi,

We're scheduled to discuss Crossrail 2 with Sadiq later today. He's yet to see the TfL paper, which I held back while discussions have been ongoing in recent days.

The feeling here is that we haven't yet achieved either full alignment amongst colleagues, or a clear set of choices to put before Sadiq [REDACTED]

I'm not familiar with the precise timetable Michele is working to, so would welcome advice as to the best way forward and whether there is value in an update for Sadiq today or we would be better to delay given that work on

the key items is still ongoing. One option may be to use some of the time set aside in Sadiq's diary next Tuesday for TfL board prep (which shouldn't need an hour?).

Thanks,
David.

David Bellamy
Chief of Staff
Mayor's Office
Greater London Authority
City Hall, London, SE1 2AA
Tel: 020 7983 [REDACTED]

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Our Ref: DC-CEO-SK-MoL-060217-01

06 February 2017

Mr Sadiq Khan
Mayor of London
City Hall
The Queen's Walk
London, SE1 2AA

Dear Mr. Khan

I am writing to you to introduce myself in my new role as CEO of HS1 Ltd and to seek a meeting. I have also written separately to Val Shawcross, with whom our Chair, Rob Holden, met last year following her appointment as Deputy Mayor for Transport.

As Rob outlined in a letter he sent to you following your election as London Mayor, High Speed 1 is the railway between London and the Channel Tunnel and connects with Brussels and Paris via international high speed routes. We hold the government concession to operate, manage and maintain the high-speed railway infrastructure until December 2040. This includes the stations along the route, including the magnificently refurbished St Pancras International. We were delighted to see you visit the station so early in your term to welcome the Mayor of Paris to the city.

During his meeting with Val last year Rob discussed a number of issues that relate to your role as Mayor. These ranged from our work supporting the development of Ebbsfleet Garden City to the steps we are taking with partners such as the British Transport Police and the Metropolitan Police to ensure that St Pancras remains a safe and secure transport hub. However, much of the meeting focused on plans for Crossrail 2, which Val emphasised is very much a priority for you.

We are wholly supportive of the Crossrail 2 and the benefits it will bring to the city, and are therefore committed to working with the project team, sharing our expertise to ensure that the end result works for all parties involved. We are in ongoing discussions with the team at Crossrail 2 to help them identify routes into St Pancras International that will ensure safe and efficient passage for customers coming into the station. Val had a clear understanding of the potential challenges facing the connection of the new line into St Pancras; that building an entrance in the station will be both complex and expensive, and the appropriate resources will need to be made available to ensure that this will be built to the same high standards as the rest of the station.

To aid the planning process, we have been monitoring the pedestrian flow through the station using Legion Modelling techniques. The data we are currently analysing from this operation will further provide an evidence base to inform Crossrail 2's planning. Given your interest in this project, I will ensure that we keep you updated as plans develop.



In November we were pleased to host the Deputy Mayor, Joanne McCartney, and the London Assembly Transport Committee for a tour of St Pancras. I understand that during the visit Rob discussed with Joanne and Caroline Pidgeon the station's heritage as well as our future plans to ensure that St Pancras International remains the UK's favourite train station – especially as we look forward to its 150th anniversary year in 2018. I have invited Val to join me for such a tour, where we can discuss the issues above and also understand how HS1 Ltd can support you in your efforts to ensure that London remains open and one of the best connected cities in the world. I would be delighted if you were able to join us. I will ask my team to contact your office.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Dyan Crowther".

Dyan Crowther
CEO

Paul Robinson

From: Valerie Shawcross
Sent: 03 May 2017 14:41
To: [REDACTED]@tfl.gov.uk
Subject: FW: Papers: Mayor's meeting with TfL - 23rd February
Attachments: 001 230217 TfL_M agenda.pdf; Item 1 Responsible Procurement and One FM Contract v2.pdf; Item 2 Crossrail 2 briefing v3.pdf; Item 3 Draft Board agenda 29 March.pdf

From: [REDACTED] [[mailto:\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)]
Sent: 16 February 2017 15:52
To: David Bellamy; Nick Bowes; Ali Picton
Cc: Valerie Shawcross; Claire Hamilton; [REDACTED]
Subject: Papers: Mayor's meeting with TfL - 23rd February

Dear all

Please find attached, a little later than scheduled, the papers for the Mayor's meeting with TfL next Thursday.

Val has discussed the procurement document with Nick this afternoon, as she has some concern that a further slide to demonstrate how this will fit in with a future GLA-family-wide ethical procurement framework – and the messaging around this - would be useful. Val asks David and Nick to let her know of further thoughts on this.

Also to note, David Wylie is the new TfL procurement director and will be attending the meeting.

I hope this is ok and apologies for the delay.

Ami

[REDACTED]
Executive Assistant to Valerie Shawcross CBE
Deputy Mayor for Transport
& Deputy Chair, Transport for London



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Mayor's Weekly Meeting with Transport for London Commissioner & Executive Committee members

Thursday 23 February

15:30 - 16:30, Mayor's Office, City Hall

Potential Attendees:

- Mayor of London (Sadiq Khan), David Bellamy, Nick Bowes, Val Shawcross, Jack Stenner, Claire Hamilton
- Mike Brown, Mark Wild, Michèle Dix, Alex Williams, David Wylie, Andy Brown

Ref	Item	TfL lead
■	████████████████████	██████████
2	Crossrail 2	Michèle Dix
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Strategic Outline Business Case

Update to the Mayor ahead of final submission to Government
23 February 2017

Content exempt -

Regulations 12 (4)(d)



MAYOR OF LONDON

Rt Hon Philip Hammond MP

Chancellor of the Exchequer

HM Treasury

Horse Guards Road

London SW1A 2HQ

Date:

22 FEB 2017

Dear Philip,

As you know, Crossrail 2 is crucial to unlocking future economic growth in the aftermath of the EU referendum and meeting our ambitious targets for building new affordable homes in London. Without it, Transport for London modelling shows that the capital's transport network will grind to a halt. But this isn't just about the future, backing the project now will send a clear message to business and developers about the Government's intention to deliver new infrastructure to support the UK economy.

I absolutely recognise the need for appropriate scrutiny of the case for this major project, and we will shortly be submitting a robust Strategic Outline Business Case to the Department for Transport. But I am concerned that recent statements from the Government could be interpreted as a cooling off of support. Last month, you declined to voice your support at Treasury questions and Crossrail 2 is not mentioned in the Government's new Industrial Strategy. I know this has caused concern among London's businesses.

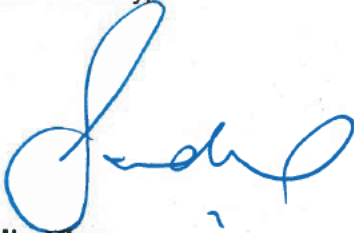
No other single infrastructure project tackles so many local and regional problems, at the same time as boosting overall capacity on such a scale. It would transform the capacity and performance of the existing network across a wide swathe of southern England. It will increase London's rail capacity by 10%, providing capacity for up to 270,000 more people travelling into London in peak periods. It would also support 200,000 additional new homes and 200,000 new jobs. Half the cost of the project can be met through funding from London, but we need the Government to meet the other half if we are to avoid this unbearable strain on our transport network.

Any slippage would mean the strain on the transport network would become untenable by the 2030s. Getting a green light for the project quickly is vital if we are to prevent Waterloo, Victoria and many other stations from rush hour meltdown, and if the Government is to deliver against its housing targets inside and outside London. Without Crossrail 2, at least 17 Underground stations will buckle under crowding pressures and thousands of passengers arriving at Euston on HS2 Phase 2 could lose the time saved on their journeys as they will have to queue to board onward trains.

MAYOR OF LONDON

I would ask you to make a clear public statement of your support for progressing the project, which, as well as the endorsement of the National Infrastructure Commission, continues to have the support of MPs from all parties, local councils across the South East, national and international businesses and housebuilders.

Yours sincerely,



Sadiq Khan
Mayor of London

Cc: Rt Hon Chris Grayling MP, Secretary of State for Transport
Gavin Barwell MP, Minister for London

MAYOR OF LONDON

Dyan Crowther
CEO
HS1 Ltd
12th Floor
One Euston Square
40 Melton Street
London NW1 2FD

Our ref: MGLA060217-1764

Your ref: DC-CEO-SK-MoL-060217-01

Date: 27 FEB 2017

Dear Dyan,

Thank you for your letter of 6 February and many congratulations on your new role as CEO of HS1 Ltd. I look forward to the Greater London Authority and HS1 Ltd continuing to work together on matters of mutual interest.

I'm very glad to hear that you are wholly supportive of Crossrail 2 and the benefits that it will bring to the city. I'm also pleased that you're working closely with the Crossrail 2 team at Transport for London to get the best end result for everyone at St Pancras station.



Thank you again for writing. I am grateful to you for getting in touch.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Sadiq Khan', is written over the 'Yours sincerely,' line.

Sadiq Khan
Mayor of London