



Our response to issues raised

Summer 2014 Crossrail 2
consultation

MAYOR OF LONDON



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We received over 5000 responses to the Crossrail 2 consultation undertaken in the summer of 2014. A report on the consultation was published in autumn 2014. This included a detailed analysis of the responses received.

We have carefully considered all feedback and our responses to the issues raised in the consultation are set out in the following pages. Additional new information about the potential impacts of Crossrail 2 has been included where this is available.

Full details about previous Crossrail 2 consultations are available at www.crossrail2.co.uk.

The 2014 consultation provided the public with the opportunity to view and comment on potential changes to the Crossrail 2 route consulted upon in 2013 and consulted on specific route options along three parts of the route.

The key issues raised in the 2014 consultation focused around the following themes:

1. Accessibility
2. Connectivity with existing lines and stations
3. The costs of the scheme and potential use of public funds
4. The impact of Crossrail 2 on capacity and crowding
5. Interchange and service frequency
6. Local and environmental impacts
7. Concerns about construction and operational impacts of the scheme
8. Proposed alternative transport solutions and alternative Crossrail 2 route suggestions
9. Timescales
10. Comments on consultation
11. Other issues raised
12. Issues specific to north of Angel
13. Issues specific to Chelsea
14. Issues specific to New Southgate

Next steps

The Crossrail 2 team is undertaking further design and engineering work to refine proposals for the scheme.

Over the coming months we will be undertaking further engagement with stakeholders and local community and business groups along the route to help us better understand local community concerns ahead of a wider public consultation on more detailed proposals later in the year.

For further information about Crossrail 2, or to sign up to receive updates on the proposals as the scheme progresses, visit www.crossrail2.co.uk.

1. Accessibility

1.1 Comments regarding access for passengers with mobility needs

All stations served by Crossrail 2 would be designed to provide step-free access from the street to Crossrail 2 platforms. Trains would be designed to fully accommodate passengers with mobility needs.

2. Connectivity with existing lines and stations

2.1 Concerns over Crossrail 2 serving areas with already good connections or duplicating existing lines

Crossrail 2 is being designed to relieve rather than duplicate existing services. The proposed alignment strikes a balance between delivering an operational railway, relieving existing London Underground and National Rail services, and serving those areas that will require additional transport capacity to unlock homes and jobs in the 2030s. Serving areas that already have good levels of connectivity will maximise the connectivity benefits of the scheme, through, for example, interchange with London Underground services.

2.2 Suggestions for Crossrail 2 to take a more direct route with fewer stopping points

The route being taken forward for further development work has been informed by the consultation exercises undertaken in 2013 and 2014. The alignment strikes a balance between delivering an operational railway, relieving existing London Underground and National Rail services, and serving those areas that will require additional transport capacity to unlock homes and jobs in the 2030s. Reducing the number of stations along the route would restrict growth and regeneration opportunities and constrain the connectivity benefits that the line offers.

2.3 Suggestions for the reach to be as extensive as possible from the outset

Along with those benefits highlighted in 2.2 above, Crossrail 2 would also offer benefits to places beyond those served directly. It would facilitate additional mainline train services into London Liverpool Street and Waterloo from places such as Cambridge and Southampton, resulting in both increased capacity and faster journeys. It will also offer additional journey choices and increased opportunities for interchange at key stations, for example at Clapham Junction.

The route has also been designed to support other national infrastructure projects, like HS2 and Thameslink, which will connect into Crossrail 2 at Euston St Pancras and which will ensure the projects benefits are felt across the UK.

2.4 Concerns about the Euston – St Pancras station proposal and suggestions that two stations would be required to cope with demand

The length of Crossrail 2 trains requires a 250m platform and therefore, when combined with the length of escalators and other exit routes, this provides the opportunity to have a convenient entrance and exit into both stations, along with direct connections with the Northern, Victoria, Piccadilly, Circle and Hammersmith and City lines.

Separate stations at Euston and St. Pancras have been considered but this would result in longer Crossrail 2 journey times along the route and add significant additional costs to the scheme.

3 The costs of the scheme and potential use of public money

3.1 Ticketing policy and the use of Oyster cards

Our intention is that Crossrail 2 fares and ticketing will be fully integrated into the TfL and National Rail systems which are in place at the time of opening.

3.2 The route should be determined to maximise development opportunities

One of the most important features of Crossrail 2 is the number of new homes and jobs that it will support. A primary objective of Crossrail 2 is to unlock large areas of London for new housing to serve the needs of London's growing workforce and population. By serving Opportunity Areas like the Upper Lea Valley, it is estimated that Crossrail 2 could unlock the potential for up to 200,000 new homes, and hundreds of thousands of new jobs.

Overall, the wider impacts of the scheme are fully taken into account throughout the decision making progress. At the current stage of design development, we believe that the recently safeguarded Crossrail 2 scheme is the optimum route to maximise such development opportunities. To fully ensure that the route will maximise such opportunities, the proposed route alignment will be reviewed in the light of future rounds of consultation prior to finalising the route ready for an application for permission to build and operate the scheme.

3.3 Crossrail 2 funding sources

Developing a credible funding and financing package that the Government and stakeholders will support is critical to Crossrail 2's success.

In 2014, PWC was commissioned to undertake a funding and financing feasibility study. PWC reported in November 2014, and their report is available at www.crossrail2.co.uk. It concluded that, based on the existing funding measures available to the Mayor (including those in use for Crossrail 1), London sources could fund over half the cost of the scheme. As the scheme is progressed through to an application for powers to construct (for example through a hybrid bill or a development consent order), additional funding options will be considered and discussed with Government and key stakeholders, including boroughs and

business groups.

3.4 Concerns about the cost of the scheme and the use of public resources.

London is growing rapidly, and is expected to reach 10 million people by 2031. This poses tremendous challenges on the transport network. To provide the transport network this larger population will require demands significant investment in the infrastructure. If we don't invest in this infrastructure, London would become increasingly congested and quality of life would decline.

TfL and Network Rail have recently submitted a document to the Department for Transport updating the business case for the project. This sets out the economic and financial case for the project and demonstrates that significant benefits accrue from the crowding and congestion relief and the accompanying release of capacity on the National Rail network, primarily from locations such as Southampton on the South West mainline and Cambridge on the West Anglia mainline. Other direct benefits include a reduction in crowding levels on the Northern, Piccadilly and Victoria Lines; supporting wider economic growth and regeneration in areas like the Upper Lea Valley; greater connectivity between surrounding regional areas and central London; improved access to jobs in the centre of London; and finally improving journey times through the segregation of existing services and high capacity and high frequency trains.

The financial case for the project builds on the November 2014 PWC funding and financing feasibility study. This demonstrated that over half of the overall cost of the project could be met through London sources.

3.5 Concerns about gentrification and rising house prices in areas directly served by Crossrail 2.

London has a shortage of available housing, and Crossrail 2 could unlock up to 200,000 more homes than could otherwise be supported in the areas along the route. While the exact mix and type of new housing has not yet been identified, affordable housing is a requirement for new developments, and local planning authorities will work with the Mayor to ensure that affordable housing needs will be met.

4. The impact of Crossrail 2 on capacity and crowding

4.1 Concerns about the proposed route causing additional crowding on the Northern line

A key objective of Crossrail 2 is to reduce crowding on Underground lines. Opportunities to interchange from the Northern line to faster Crossrail 2 services, for example at Tooting Broadway, will relieve crowding on the Northern line.

4.2 Concerns about crowding at Tottenham Court Road station

The Crossrail 2 station at Tottenham Court Road is being designed to accommodate the forecast level of passenger interchange with Crossrail 1, the Central and Northern lines, in addition to passengers wishing to enter the station from the street.

4.3 Suggestions that TfL should consider other ways to reduce congestion

Crossrail 2 is one of many projects that TfL is developing to collectively reduce congestion across the capital. Other proposals include Tube station and line upgrades, capacity improvements on London Overground, more frequent bus services, promoting travel by foot or by bike, and undertaking improvements at key road junctions.

5. Interchange and service frequency

5.1 Suggestions for an interchange between Seven Sisters and South Tottenham

A key objective of Crossrail 2 is to improve connectivity and interchange with other public transport routes.

The design of the station at Seven Sisters is under ongoing development and one option being explored is to include the potential for an improved interchange with the London Overground services at South Tottenham station. Station designs will be subject to further feasibility work as the scheme progresses over the next few years.

5.2 Improvements to local bus interchanges (including routes and frequencies) and pedestrian and walking links from stations

A key objective of Crossrail 2 is to improve connectivity and interchange with other public transport routes. London's bus network is kept under regular review, and we anticipate that a number of enhancements to the bus network would be made to ensure the interchange was sufficient.

Consideration will be given to the interchange requirements of an increased number of passengers at each Crossrail 2 station, prior to the scheme being designed in detail. Bus routes and frequencies will be considered, along with connections for cyclists and pedestrians.

We will be working closely with local planning authorities to ensure that the design of new stations will enhance the local character of the area and that the plans take into account relevant local planning policies and proposals. Future consultations will invite views on station designs.

5.3 Suggestions for access to local hospitals

Crossrail 2 would provide improved accessibility to a number of hospitals along the route, for example, St. George's Hospital in Tooting, and the Royal Brompton Hospital in Chelsea. Crossrail 2 stations will be designed to try and maximise connectivity with the local area, with more than one entrance and exit provided at some stations. Improvements to onward pedestrian connections to key destinations, including hospitals, will be considered.

5.4 Suggestions that rail termini (eg Victoria and Clapham Junction) upgrades would be required to accommodate demand

Crossrail 2 is a joint TfL and Network Rail scheme. One of the key benefits of this is that we are working together to consider where capacity improvements will be required to support Crossrail 2.

5.5 Interchange with the London Overground in North London

A key objective for the project is to improve connectivity and interchange with other public transport routes, and these are being considered carefully by TfL and Network Rail.

We are looking at design proposals and options for a Crossrail 2 station at Dalston Junction. This work is exploring interchange opportunities between Crossrail 2 and the Dalston Kingsland London Overground station.

TfL is also considering the design of the station at Seven Sisters. One option being explored is to include the potential for an improved interchange with the London Overground services at South Tottenham station. Station designs will be subject to further feasibility work as the scheme progresses over the next few years.

5.6 Suggestions that an interchange with the Jubilee line would be required

The route being taken forward for further development work has been informed by extensive option analysis and the consultation exercises undertaken in 2013 and 2014. The alignment strikes a balance between delivering an operational railway, relieving existing London Underground, and National Rail services, and serving those areas that will require additional transport capacity in the 2030s.

Passengers would be able to interchange with Crossrail 1 at Tottenham Court Road, which would provide a faster service to Canary Wharf and parts of east London, than that offered by the Jubilee line.

5.7 Concerns that the frequency of existing services on National Rail routes served by Crossrail 2 would be reduced

The additional capacity provided by Crossrail 2 would reduce crowding on National Rail services as well as Underground lines. It will lead to a significant increase in capacity on the National Rail corridors served by Crossrail 2.

By diverting some existing suburban services from lines into London Liverpool Street and Waterloo stations to the new cross-London tunnel, it could facilitate additional mainline train services into these stations, resulting in both increased capacity and faster journeys.

Crossrail 2 would offer passengers greater connectivity and travel choices, providing direct links to a greater number of destinations.

Network Rail and TfL are continuing to assess the different service patterns for Crossrail 2 alongside other possible changes to National Rail services on common sections of the route.

5.8 Minimising journey times is a priority; consider not stopping trains at all stations to reduce journey times

Crossrail 2 would be a stopping service to maximise the new connectivity it offers, including interchange with other lines across the route.

As a stopping service, Crossrail 2 would still offer significant journey time savings to destinations along the route compared to today. For example, a journey from Tottenham Hale to Tottenham Court Road would be reduced from the current 21 minutes to around 13 minutes.

It will take approximately 14 minutes to travel from Wimbledon to Tottenham Court Road as opposed to 35 minutes today.

Crossrail 2 would also offer benefits to stations outside of the network. Stansted Airport and Cambridge will benefit from faster journeys into the City as a direct result of Crossrail 2. It could facilitate additional mainline train services into Liverpool Street and Waterloo, resulting in both increased capacity and faster journeys.

6. Local impacts including environmental impacts

6.1 Concerns about the environmental impacts on Tottenham/Walthamstow Marshes and Hackney Downs

Plans showing the current proposals for the route (the safeguarded alignment) can be seen at www.crossrail2.co.uk/areas-safeguarded. These show that the safeguarded route passes in tunnel beneath and several hundred metres to the west of Hackney Downs, and about 1.5 km west of Walthamstow Marshes. The scheme proposals are currently being reviewed and we will be doing further analysis to determine how the central tunnelled part of Crossrail 2 links in with the existing rail network and how this may need to be upgraded to accommodate the additional Crossrail 2 services.

Crossrail 2 will implement exacting standards for environmental protection to minimise the risk of impacts to valuable environmental features, such as Walthamstow Marshes which lies on the West Anglia route. An Environmental Impact Assessment Report setting out these protective measures together with a description of any likely significant effects from the scheme will be published when the application for powers is made. This is currently expected between 2017 and 2020.

6.2 Provision for cyclists on trains and at all Crossrail 2 stations

It is too early to define the policy for traveling with a bicycle on Crossrail 2, though these are likely to be similar to that proposed for Crossrail 1, i.e. peak time weekday restrictions for non-folding bikes. Secure cycle parking facilities will be provided at stations, with larger cycle hub facilities (offering cycle hire and maintenance) considered for key stations. The Crossrail 2 team will be considering opportunities to improve connections between the station and the local cycle network.

7. Concerns about construction and operational impacts

We recognise that residents and others may be concerned about potential changes to their local environment and potential disruption during construction and we will seek to keep this to a minimum.

While it is currently too early to have detailed information about construction impacts for the scheme, we are committed to applying best practice developed on other major projects such as Crossrail 1, which has been very successful in minimising noise and disturbance at work sites. All contractors will have to adhere to a Code of Construction Practice which will be developed with local authorities. This will set out requirements for considerate construction practices that use the latest techniques to reduce noise and disruption both for surface and underground works.

As well as discussing working practices with the local authorities, local forums will be set up for sharing information and collecting feedback. This will form part of a wider programme to keep the public informed about construction activity in their area.

Should Crossrail 2 go ahead, the tunnels would be constructed using a boring machine (which builds the tunnel as it goes), with a specification similar to that of Crossrail 1. The stations would be built by excavating the required spaces and lining these with sprayed concrete, in exactly the same way as for Crossrail 1.

In our experience of building tunnels, construction at this depth, using modern protective techniques where necessary, does not result in buildings being affected by ground movement.

Noise impacts within London would be largely avoided with the trains running in tunnels. Crossrail 2's tunnels typically would be 20-30 metres below ground and would cause no disturbance to those above. Where the tunnels pass near more sensitive building foundations, tracks will be specially designed to minimise the risk of vibration and its effects.

As part of the Environmental Impact Assessment Report, a full assessment of the potential noise impacts of construction and operation of the scheme will help to shape the mitigation proposals. These proposals will then form commitments as part of the application for planning consent.

Further information on planned worksites and structures will be available later in the year, when we consult on our plans in more detail.

7.1 Concerns about land requirements to construct the railway, including uprooting communities, the loss of residential properties and local businesses

The protection of communities during construction of Crossrail 2 is of utmost importance to TfL and Network Rail. In our development work, our engineers are alert to the need to minimise impacts on people around the stations and other worksites, and are guided by a team of environmental experts who are identifying key local issues and sensitivities at an early stage. Our approach is to avoid acquiring residential properties where possible, and

this is informed by the approach taken and experience gained from other schemes such as Crossrail 1.

Should we need to acquire land, compensation will be paid to affected land owners and in due course we will set out how we propose to protect local communities through best construction practice. At that point we will be able to discuss our proposals and the measures we propose to employ, to give people the certainty they require.

7.2 Concerns about local traffic increases as a result of the new stations and subsequent pedestrian safety in those areas

Crossrail 2 seeks to provide door-to-door sustainable travel and passengers will be encouraged to access the station by foot, bicycle or public transport. It is therefore not expected to result in significant additional vehicle trips in the local area. Consideration will be given to interchange requirements for an increased number of passengers at each Crossrail 2 station at an early stage of design. Bus routes and frequencies will be considered, along with connections for cyclists and pedestrians. Pedestrian safety will be a key consideration at all design stages. A transport assessment setting out the results of this work along with any further mitigation measures which may be required, will be published when the application for powers to build and operate the scheme is submitted.

7.3 Concerns about reduction of local bus services as a result of Crossrail 2

A key objective of Crossrail 2 is to improve connectivity and interchange with other public transport routes. It is not being designed to replace existing bus services on common routes.

Consideration will be given to interchange requirements of an increased number of passengers at each Crossrail 2 station, prior to the scheme being designed in detail. These may include new or amended bus routes and increased frequencies.

7.4 Concerns about increase in local parking demand at and around the new stations

An aim of Crossrail 2 is to provide door-to-door sustainable travel. Consideration will be given to interchange requirements of an increased number of passengers at each Crossrail 2 station, prior to the scheme being designed in detail. TfL and Network Rail will work in partnership with local authorities to address any potential station related parking problems, should they arise.

8. Proposed alternative transport solutions and Crossrail 2 route suggestions

8.1 Destinations already served by Crossrail 2

A number of respondents suggested serving destinations already proposed to be served by Crossrail 2. Crossrail 2 would be a stopping service, calling at all stations along the route it serves, including all those on the south-western branches of the national rail network that would be served by Crossrail 2.

8.2 Other suggested destinations served by Crossrail 2

The route being taken forward for further development work has been informed by extensive option analysis and the consultation exercises undertaken in 2013 and 2014. There has been a substantial amount of work done to define the optimal route. We have looked at numerous options which included stations located within the proposed corridor. The proposed alignment strikes a balance between delivering an operational railway, relieving existing London Underground and National Rail services, and serving those areas that will require additional transport capacity in the 2030s.

Crossrail 2 would also offer benefits to stations outside of the network. It could facilitate additional mainline train services into London Liverpool Street and Waterloo, resulting in both increased capacity and faster journeys across the South East. It will also offer increased opportunities for interchange, for example at Clapham Junction.

9. Timescales

9.1 Complete the route as soon as possible

It is currently envisaged that Crossrail 2 could open around 2030. TfL and Network Rail are working with various partners including the Government to look at options to deliver Crossrail 2 as quickly as possible. The programme has been developed to attempt to minimise the timescales required for the various stages including finalising route safeguarding, further consultation, obtaining powers, undertaking detailed design, and the construction itself.

9.2 Build the station box for High Speed 2 (HS2) and Crossrail 2 at Euston at the same time

The Crossrail 2 and HS2 teams are working together to seek synergies in the planning and construction stages of their programme where possible.

9.3 Construction to tie in with the end of Crossrail 1 to make the best use of skills and resources already in place

The programme for Crossrail 2 seeks to minimise the timescales required for the various stages of work before construction could start. We are working closely with Crossrail 1 to ensure that Crossrail 2 benefits from their expertise and the lessons learnt during the planning, procurement and construction stages.

10. Comments on consultation

10.1 Concerns about Crossrail 2 community consultations

We have held two major consultations on Crossrail 2 to date, in addition to the Department for Transport safeguarding consultation.

The first was in summer 2013 on the principle of a scheme, and the second was in summer 2014 where we consulted on specific route options along three parts of the route. The Department for Transport also consulted on a revised safeguarded route at the end of 2014, early 2015.

We will carry out further public consultations on Crossrail 2 as the proposals for the scheme develop. The next public consultation is planned for autumn/winter, following further engineering work to refine our proposals.

10.2 Insufficient information to provide an informed comment

Consultation to date has been on the principles of the project and route options for the three parts of the proposed route. The next public consultation will provide more information about our preferred route and locations of stations, ventilation and emergency access shafts and work sites along the route. This consultation will be promoted widely along the proposed route and supported by a series of public drop in events and exhibitions.

Ahead of this, we are undertaking a programme of engagement with local resident groups and businesses along the route to provide an update on the project and a forum to better understand local community concerns.

11. Other issues raised

11.1 Suggestions for other parts of the country where resources would be better used

London is a fast growing city, with the population set to grow to 10 million people by 2030. Crossrail 2 is necessary to accommodate and support this growth. One of the core objectives for Crossrail 2 is to provide wider economic benefits to the UK as a whole, and not simply focus on London. Wider regional benefits of the scheme will be felt in destinations further afield like Portsmouth, Southampton, Cambridge and Stansted due to increased train capacities along these corridors.

The scheme will further unlock development potential along the Upper Lea Valley area, providing housing and jobs. According to the latest funding and finance study by PwC, London can pay for at least half of Crossrail 2, offering the whole country value for money by delivering a boost in tax returns and creating a virtuous cycle of growth and jobs - many of them in manufacturing hubs around the country.

Crossrail 2 is also vital to realising the benefits of HS2 and supporting long term growth in the Midlands and North.

11.2 Concerns about the validity of the route

The route being taken forward for further development work has been informed by extensive option analysis and the consultation exercises undertaken in 2013 and 2014. A substantial amount of work has been undertaken to define the optimal route. The alignment strikes a

balance between delivering an operational railway and serving those areas that will require additional transport capacity in the 2030s and unlock large areas of London for new housing to serve the needs of London's growing workforce and population.

11.3 Upgrade the current network (including services frequency) instead of building new infrastructure

Crossrail 2 is only one of many projects that Network Rail and TfL are developing to improve the existing rail network. Other projects include Tube station and line upgrades, improved signalling, and the provision of step-free access at further stations.

11.4 Make use of disused or existing rail lines

The Crossrail 2 objective to ensure value for money means that the ongoing engineering feasibility work is considering options to help to minimise construction costs, including re-use of existing infrastructure where possible.

12. Issues specific to north of Angel

12.1 Suggestions that both Dalston and Hackney are already well served and there being no need for additional rail links

A Crossrail 2 station in either Dalston or Hackney would improve public transport accessibility in the area and provide additional interchange facilities with the London Overground and bus routes in this corridor. It would also increase connectivity in the area and significantly reduce journey times to/from central and south west London. Crossrail 2 could also unlock regeneration potential in the area by increasing connectivity and accessibility in this part of London.

No final decisions have been taken on the route alignment and station locations for Crossrail 2. Following the consultation on route options in the summer of 2014 a decision was taken to select an alignment via Dalston Junction. This has a stronger case than the previous option of two separate branches via both Dalston and Hackney. Further work is required to finally determine the optimal recommendation for Crossrail 2, and this will be reviewed in the future. Provision for an alignment via Dalston Junction has been included in the revised safeguarded route.

12.2 Interchange required between Crossrail 2 and the London Overground East London line in Dalston

A key objective for the project is to improve connectivity and interchange with other public transport routes, and these are being considered carefully by TfL and Network Rail.

There is on-going work involving design proposals and options for a Crossrail 2 station at Dalston Junction. This work is exploring interchange opportunities between Crossrail 2 and Dalston Kingsland.

12.3 Interchange required between Crossrail 2 and the London Overground / West Anglia Main line at Hackney

If a station at Hackney Central were included as part of a future phase of Crossrail 2, it would provide interchange with London Overground services on the North London line and (from Hackney Downs) to Cheshunt, Chingford and Enfield.

12.4 Suggestions for interchange in Hackney between Crossrail 2 and the East London line

The proposed station at Dalston Junction would provide interchange with London Overground services on the East London line.

12.5 Suggestions for alternative tunnel portal locations

Over the coming months the project will be undertaking further design work to assess the tunnel portal locations. Any changes to our proposals will be subject to further consultation.

13. Issues specific to Chelsea

13.1 Suggestions that no station is required in Chelsea as the area is already well connected

A Crossrail 2 station in Chelsea would improve rail based public transport accessibility. It would also improve connectivity to the Royal Brompton and Royal Marsden hospitals, and provide access to the existing retail and commercial developments along King's Road. Crossrail 2 would also offer improved journey times for those travelling to or from King's Road.

13.2 Concerns about local road capacity to support a new station

Crossrail 2 seeks to provide door-to-door sustainable travel, and is not expected to result in additional vehicle trips in the local area. Passengers will be encouraged to access the station by foot, bicycle or public transport. Consideration will be given to interchange requirements for an increased number of passengers at each Crossrail 2 station, prior to the scheme being designed in detail. Bus routes and frequencies will be considered, along with connections for cyclists and pedestrians.

13.3 Issues around stations, including urban realm and space for pedestrians, will be considered further as part of the next phase of more detailed scheme design and development.

13.4 Concerns about the potential demolition and gentrification of Cremorne Estate and displacement of residents and businesses in the area

No final decisions have been taken on the route alignment and station locations for Crossrail 2. However, following the consultation on route options in the summer of 2014, a decision was taken to retain the proposed Crossrail 2 station in the Chelsea area, at the original location of the King's Road, sometimes known as the 'Fire Station' site. This was based on consultation views, which highlighted the greatest levels of overall support for this option.

Further work is required to determine the optimal recommendation for Crossrail 2, including a station in Chelsea, prior to being consulted upon again later in 2015.

13.5 Concerns about the loss of King's Road fire station.

King's Road Fire Station has been safeguarded as a potential site for a station for some years. The recently refreshed safeguarding does not change the current situation, or grant permission to build Crossrail 2, or to make compulsory purchases.

To build the railway, Crossrail 2 will need to make an application for powers in future (for instance a hybrid bill or development consent order), and will consult widely before doing so. TfL would work closely with the London Fire Brigade to agree how to resolve any potential impacts of Crossrail 2 on the operation of the fire service.

13.6 Suggestions of new local links to link the proposed station with local destinations, including Stamford Bridge, Imperial Wharf and West Brompton.

Crossrail 2 stations will be designed to both maximise connectivity within the local area, and be sympathetic with local conditions. Improvements to onward pedestrian connections to key local services and major trip attractors will be considered. As the scheme is further developed, we will be working closely with local planning authorities to ensure that the design of new stations will enhance the local character of the area and that the plans take into account relevant local planning policies and proposals.

13.7 Concerns that a station in Chelsea would destroy the local village character of the area and bring increased footfall and new development

We will be working closely with local planning authorities to fully integrate new stations into the areas that they serve in accordance with relevant local planning policies and proposals, such as those contained in Local Development Frameworks. The designers are being guided by a team of environmental experts who are identifying key local issues at an early stage such as townscape and heritage, as well as socio-economic impacts and impacts on community. Future consultations will invite comments on station designs .

We will also undertake a detailed assessment of the likely environmental effects of the scheme, which will identify and evaluate adverse as well as beneficial changes, and include, where appropriate, measures to mitigate negative impacts. An environmental statement will be published when the application for powers is made. This is currently expected between 2017 and 2020.

13.8 Concerns over loss of green space

TfL, Network Rail and the Government understand that communities are concerned about potential changes to their local environment. In all circumstances, we will engage closely with residents and community groups to discuss these concerns. TfL and Network Rail are committed to giving full and thorough consideration to suggestions, improvements and amendments put forward by residents and will always seek to minimise the effect that Crossrail 2 has on local areas. In some cases, Crossrail 2 would require the use of green spaces temporarily in preference to taking buildings, and would restore the sites once

construction was complete. The significance of these green spaces to the local community will be assessed over the coming months, and solutions will be developed on a case by case basis, including using alternative locations where feasible. Where sites are needed permanently, we are committed to finding nearby replacements in discussion with local authorities.

14. Issues specific to New Southgate

14.1 Concerns regarding the cost of the proposed extension to New Southgate and the benefits

There is no additional cost involved in extending the service from Alexandra Palace to New Southgate. This is due to the savings identified through opportunities to use existing railway land for stabling Crossrail 2 trains. It also means that Crossrail 2 would be able to serve two additional boroughs (Barnet and Enfield) through a station in New Southgate.

A Crossrail 2 station in New Southgate would improve public transport accessibility in the area and provide additional interchange facilities with national rail routes in this corridor. It would also increase connectivity in the area and significantly reduce journey times to/from central and south west London.

TfL continues to assess the preferred alignment of the route and a public consultation on a preferred option will take place in the coming autumn/winter.

14.2 Suggestions for new walking/cycle routes and facilities in the area

Crossrail 2 stations would be designed to try and maximise connectivity with the local area, with more than one entrance and exit provided at some stations. Improvements to the local urban realm and onward pedestrian connections to key destinations, including hospitals, will be considered. Crossrail 2 will be considering opportunities to improve connections between the station and the local cycle network.

We will be working closely with local planning authorities to ensure the design of new stations enhance the local character of the area and that plans take into account relevant local planning policies and proposals. Future consultations will invite comments on station designs..

14.3 Suggestions for New Southgate to have interchange with longer distance national rail services.

Although no final decision has been taken on stopping pattern changes to longer distance national rail services on this route, TfL and Network Rail are considering the potential for interchange at New Southgate and/or Alexandra Palace with some longer distance national rail services.

Further work is required to determine the optimal interchange provision in the area, and this will take place in the next phase of more detailed design work.

14.4 Suggestions to link New Southgate with Arnos Grove for direct access to the Piccadilly line

The distance between Arnos Grove and New Southgate does not allow for a single Crossrail 2 station to link both. However, TfL will be working closely with local planning authorities in order to ensure that the design of new stations and the urban realm of the area enhance the local walking and cycling links between these stations. Interchange with the Piccadilly line will be available at Turnpike Lane.

14.5 Concerns over the duplication of existing services between Alexandra Palace and New Southgate

Crossrail 2 is being designed to relieve rather than duplicate existing services. The alignment strikes a balance between delivering an operational railway, relieving existing London Underground and National Rail services, and serving those areas that will require additional transport capacity in the 2030s. Although there may be some duplication between these two stations, extending Crossrail 2 to New Southgate would provide land for train stabling, something not available in Alexandra Palace.