

LICENSING & PLANNING POLICY COMMITTEE
10 DECEMBER 2015

CROSSRAIL 2 CONSULTATION

<u>Report of the:</u>	Head of Place Development
<u>Contact:</u>	Mark Berry Karol Jakubczyk
Urgent Decision?(yes/no)	No
If yes, reason urgent decision required:	
<u>Annexes/Appendices</u> (attached):	Annex 1: Draft Response to Crossrail 2 Consultation (to be distributed at meeting)
<u>Other available papers</u> (not attached):	Transport for London Crossrail 2 Consultation October 2015

REPORT SUMMARY

Crossrail 2 is a proposed new railway that could serve London and the wider South East of England. It is envisaged that the one of its southern branches would extend into Epsom. This could bring considerable qualitative benefits to the Borough – including significantly improved rail services into and across London and economic growth for our town centres and employment areas. Whilst Crossrail 2 would also seek to unlock sites for new housing growth, it is currently envisaged that most of these will be located in North London and beyond. In contrast the scale of additional housing growth predicted for Epsom & Ewell is more modest.

Transport for London and Network Rail are currently seeking views on the proposal. Their consultation runs until January 2016. This is an opportunity for the Borough Council to set out how it believes Crossrail 2 should benefit the Borough.

RECOMMENDATION

Notes

1. The Committee considers the implications of the Crossrail 2 proposal and the draft response to the current consultation. Subject to any amendments, the response be submitted to the consultation process.

1 Implications for the Council's Key Priorities, Service Plans and Community Strategy

- 1.1 Crossrail 2 is seeks to bring significant improvements to public transport access to London and the wider South East of England. The impact of this proposal has a bearing on many of the Council's key priorities including economic vitality, quality of life, visual appearance and sustainability.
- 1.2 The Annual Service Plan includes related planning policy objectives and an overarching objective of Economic Vitality, the achievement of which could be affected by the long term delivery of Crossrail 2.

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- 1.3 Crossrail 2 has the potential to bring significant improvements to Epsom Town Centre's economic vitality and viability in the long term. Plan E Epsom Town Centre Area Action Plan forms a key part of our Local Plan, which assists in the spatial delivery of the objectives of the Sustainable Community Strategy and the Council's Key Priorities.

2 Crossrail 2

- 2.1 Crossrail 2 is the latest name given to a long-standing proposal to build a new railway network serving London and the wider South East. The proposal seeks to connect existing networks in Surrey and Hertfordshire via new tunnels and stations in central London¹. The proposal will also link with London Underground, London Overground, Crossrail 1, National Rail, High Speed 1, High Speed 2, the London Tram network and international rail services.
- 2.2 The proposal is being promoted on the basis that it will secure significant benefits across the whole region. Its exponents state that it will do this by providing new homes and jobs; by improving the quality of life; by making it easier to travel; and by encouraging more sustainable travel patterns.
- 2.3 Work in support of the proposal has been underway for some time. As its title implies, it is being branded as the logical 'north-south' progression of Crossrail 1². The alignment of the core Crossrail 2 route through London³ has been safeguarded since 2007/08. The route south into Epsom Station is not formally safeguarded as it will utilize the existing railway line.
- 2.4 The proposal does not envisage additional railway lines running south from Wimbledon into Epsom Station. However, it will secure an increased 'metro' service into central London and beyond. There are also plans to extend the platforms at Epsom Station in order to accommodate 12 carriage trains.
- 2.5 In addition to securing significant improvements to the public transport network, the delivery of Crossrail 2 is being justified on the basis that it will unlock sustainable growth across the capital and the South East. Current growth projections⁴ suggest that the new railway route could secure up to 200,000 new homes across its length during the period until 2060. The majority of these new homes will be delivered on sites located to the north of London, along the Lea Valley. In contrast, the projections anticipate the delivery of about 1500 additional new homes⁵ within the Borough.
- 2.6 A business case supporting the proposal was submitted to the Treasury in June 2015. It is understood that the construction of the new railway route will be implemented through a hybrid Bill, which is anticipated to go before Parliament during 2018. Should the Bill be successful, construction could take place during the period 2020 until 2030.

¹ These will lie between Wimbledon, Tottenham Hale and New Southgate.

² This is a new 'east-west' railway network that is currently in the final stages of construction.

³ The term 'core route' relates to new stations, tunnels and sections of track.

⁴ This has been prepared by Network Rail and Transport for London in support of the Crossrail 2 proposal.

⁵ It is believed that these new homes will be in addition to demand generated from within the Borough's local housing market area.

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- 2.7 In advance of the Bill, Network Rail and Transport for London are carrying out a consultation exercise on the general principal of the proposed new railway route. The consultation runs until early January 2016. This provides the Council with a good opportunity to make its position on the proposed infrastructure improvements and any associated growth known. For example, we call clearly state whether we are supportive of crude quantitative approach, or whether we prefer smarter qualitative growth. A draft response will be circulated at the Committee meeting.

3 Financial and Manpower Implications

- 3.1 The resourcing of the current Local Plan work programme was approved by the Licensing and Planning Policy Committee in September 2014. That work programme did not factor in any additional work required to engage in the development of the Crossrail 2 proposals. However, strategic infrastructure planning is an essential consideration for the local plan. Consequently, some adjustment in our priorities may be necessary in order to accommodate this work.

4 Equalities and Other Legal Implications

- 4.1 None for the purposes of this report.

5 Sustainability Policy and Community Safety Implications

- 5.1 Improvements to public transport infrastructure will help in the future delivery of sustainable growth. However, other factors, such as the capacity of other essential community infrastructure assets and the impact of future growth on the Borough's unique visual character and appearance will also need to be taken into account.
- 5.2 There are no significant Community Safety considerations.

6 Partnerships

- 6.1 No specific considerations.

7 Risk Assessment

- 7.1 Crossrail 2 is a key strategic infrastructure improvement that could bring significant benefits to the Borough. However, these benefits will need to be carefully considered. It is important that the Borough Council uses this opportunity to engage with Network Rail and Transport for London from the outset. Failure to take appropriate and proportionate action now may have an adverse impact in the medium-long term.

8 Conclusion and Recommendations

- 8.1 The Committee are asked to consider the implications of the Crossrail 2 proposal and the draft response to the current consultation. Subject to any amendments, the response be submitted to the consultation process.

WARD(S) AFFECTED: All