

Response ID ANON-2EN2-MNX7-1

Submitted to **Crossrail 2 - October 2015**

Submitted on **2016-01-08 21:25:12**

Proposals - overall

1 Do you have any comments on the proposals for Crossrail 2 overall?

Overall comments:

We welcome the proposal and recommend that development proceeds rapidly so that the teams currently implementing Crossrail 1 can transfer to Crossrail 2, thus avoiding the costs of forming new teams.

We consider that proposals on how to utilise the 8 paths into Waterloo which Crossrail 2 will release should have been included in this consultation. It is important that these paths are utilised both to maintain frequency at Earlsfield and to enable new quick journey opportunities from Woking and beyond to Clapham Junction for onward travel to West and South London, which are not currently possible as fast line trains do not stop at Clapham Junction during the peak periods. We would also support some of these paths being used for more Guildford via Effingham Junction services, to provide better connectivity between Epsom/Leatherhead/Cobham and Guildford.

New Southgate

2 Do you have any comments about the proposals for a Crossrail 2 station at New Southgate?

Comments:

We welcome the opportunity for congestion relief on Welwyn services towards/from Finsbury Park/Moorgate by creating interchange for Crossrail 2 services direct towards/from the West End.

3 Do you have any comments about the proposals for a Crossrail 2 depot and stabling facility north of New Southgate?

Comments:

None in particular at this stage.

4 Do you have any comments about the proposals for a tunnel portal south of New Southgate?

Comments:

None in particular at this stage.

Turnpike Lane / Alexandra Palace / Wood Green

5 Do you have any comments about the proposals for a Crossrail 2 station at Turnpike Lane?

Comments:

We consider that a station at Turnpike Lane is preferable to one at Wood Green, for the following reasons:

- 1) Turnpike Lane is a bus/tube interchange hub, especially for bus passengers from Muswell Hill (which is not rail-served) who would benefit from reduced journey times to Central London;
- 2) Passengers joining the Piccadilly Line at Wood Green would be easily able to transfer to Crossrail 2 at Turnpike Lane, whereas if the interchange were at Wood Green passengers joining at Turnpike Lane would have to travel away from London to change to Crossrail 2.

6 Do you have any comments about the proposals for a Crossrail 2 station at Alexandra Palace?

Comments:

It would afford the opportunity for congestion relief on Hertford services towards/from Finsbury Park/Moorgate by creating interchange for Crossrail 2 services direct towards/from the West End. This very significant benefit would be foregone if the Wood Green route were to be chosen.

7 Do you have any comments about the proposals for a Crossrail 2 station at Wood Green?

Comments:

We consider that a station at Turnpike Lane is preferable to one at Wood Green, for the following reason:

Passengers joining the Piccadilly Line at Wood Green would be easily able to transfer to Crossrail 2 at Turnpike Lane, whereas if the interchange were at Wood Green passengers joining at Turnpike Lane would have to travel away from London to change to Crossrail 2

8 Do you have any comments about the proposals for a shaft at Downhills Recreation Ground, between Wood Green and Seven Sisters stations?

Comments:

None in particular at this stage.

Tottenham Hale

9 Do you have any comments about the proposals for a Crossrail 2 station at Tottenham Hale?

Comments:

We welcome the transformation of the capacity and connectivity of this major interchange.

10 Do you have any comments about the proposals for a tunnel portal south of Tottenham Hale?

Comments:

None in particular at this stage.

Seven Sisters

11 Do you have any comments about the proposals for a Crossrail 2 station at Seven Sisters?

Comments:

We welcome the references to interchange with South Tottenham, a classic radial/orbital link which should be made as convenient and attractive as possible.

Dalston (inc. Shoreditch Park and Stamford Hill)

12 Do you have any comments about the proposals for a Crossrail 2 station at Dalston?

Comments:

We welcome the direct interchange connections with both existing Overground stations in Dalston town centre.

13 Do you have any comments about the proposed options for a shaft in the Shoreditch Park area, between Angel and Dalston?

Comments:

None in particular at this stage. The most important consideration is to ensure the construction of the sub-surface junction at the same time as the principal works.

14 Do you have any comments about the proposals for a shaft at Stamford Hill, between Dalston, Seven Sisters and Tottenham Hale?

Comments:

None in particular at this stage.

Angel

15 Do you have any comments about the proposals for a Crossrail 2 station at Angel?

Comments:

Pedestrian congestion around the existing station entrance/exit and controlled road crossing might suggest that the new station entrance should be further separated from them, northwards into Upper Street to disperse pedestrian flows as well as put it conveniently closer to the southbound bus stops.

Euston St. Pancras

16 Do you have any comments about the proposals for a Crossrail 2 station at Euston St. Pancras?

Comments:

We welcome the principle of the double-ended station to serve both main line termini. Future consultation material could help comprehension of the complexity of this interchange by illustrating sub-surface passenger connections with other Tube lines.

Tottenham Court Road

17 Do you have any comments about the proposals for a Crossrail 2 station at Tottenham Court Road?

Comments:

We particularly welcome the station entrance at the Dean Street/Shafesbury Avenue junction as this should support sustained economic activity in the vicinity and help to relieve growing pressures on other nearby Tube stations such as Leicester Square and Piccadilly Circus. This interchange could be seen as the next Farringdon so capacity and resilience of underground connections will be especially important for the long term.

Victoria

18 Do you have any comments about the proposals for a Crossrail 2 station at Victoria?

Comments:

We note that unlike sites A and D, site C is only referred to as a 'possible' new [Network Rail] station entrance, which we would strongly encourage as a means to facilitate maximum dispersal of passenger volumes around the station complex and enable greatest long-term resilience of operations at all times and in all circumstances.

19 Do you have any comments about the proposals for a shaft at Victoria Coach Station, between King's Road Chelsea and Victoria?

Comments:

None in particular at this stage.

King's Road Chelsea

20 Do you have any comments about the proposals for a Crossrail 2 station at King's Road Chelsea?

Comments:

We support the principle of a Crossrail 2 station for Chelsea, to improve rail-based connectivity of the area and increase transport choices for residents, businesses and visitors in an area which has relatively few for such a densely-populated and otherwise generally prosperous inner-London location.

Clapham Junction

21 Do you have any comments about the proposals for a Crossrail 2 station at Clapham Junction?

Comments:

If the ORR's estimates of station usage are to be believed and more passengers interchange within Clapham Junction than enter/exit the station, then the addition of Crossrail 2 platforms and their links with the rest of the station should be used as an opportunity to further enhance the comfort and convenience as well as capacity of those interchanges.

22 Do you have any comments about the proposals for a shaft at Westbridge Road, between Clapham Junction and King's Road Chelsea?

Comments:

None in particular at this stage.

Balham

23 Do you have any comments about the proposals for a Crossrail 2 station at Balham?

Comments:

We welcome the proposal for a Crossrail 2 station at Balham in view of the further benefit of interchange from and to mainline as well as Tube services, adding to overall network resilience.

24 Do you have any comments about the proposals for a shaft at the eastern edge of Wandsworth Common, between Balham and Clapham Junction?

Comment:

None in particular at this stage.

25 Do you have any comments about the proposals for a shaft at Weir Road, between Wimbledon and Balham?

This question is also asked in the Wimbledon section of this questionnaire:

None in particular at this stage.

26 Do you have any comments about the proposals for a shaft within the Springfield development, between Wimbledon and Balham?

Comments:

None in particular at this stage.

Wimbledon

27 Do you have any comments about the proposals for a Crossrail 2 station at Wimbledon?

Comments:

Welcome as the proposals are in their finished form, management of the extended and extensive construction activities will require to be of the highest standard and be accompanied by sustained excellence in public and stakeholder relations and communications.

28 Do you have any comments about the proposals for a tunnel portal at Gap Road, north of Wimbledon?

Comments:

None in particular at this stage.

29 Do you have any comments about the proposals for a Crossrail 2 depot and stabling facility at Weir Road, between Wimbledon and Balham?

Comments:

None in particular at this stage.

30 Do you have any comments about the proposals for a shaft at Weir Road, between Wimbledon and Balham?

This question is also asked in the Balham section of this questionnaire :

None in particular at this stage.

31 Do you have any comments about the proposed turn-back and dive-under facilities at Dundonald Road, south of Wimbledon?

Comments:

Non in particular at this stage.

Broxbourne branch

32 Do you have any comments on the proposals for Crossrail 2 at Broxbourne, Cheshunt and Waltham Cross stations?

Comment:

We welcome the high-frequency Crossrail 2 services for all local stations on the Lea Valley line as the additional tracks required for them will also enable shorter and more reliable journey times for segregated longer-distance through services.

33 Do you have any comments on the proposals for Crossrail 2 at stations between Enfield Lock and Tottenham Hale?

Comment:

We welcome the high-frequency Crossrail 2 services for all local stations on the Lea Valley line as the additional tracks required for them will also enable shorter and more reliable journey times for segregated longer-distance through services.

We would wish to see an analysis of the case for an additional station between Angel Road/Meridian Water and Ponders End, at Pickett's Lock.

34 Do you have any comments on proposals to remove level crossings on the Broxbourne branch and replace with alternative access across or around the railway?

Comments:

We support the removal of level crossings, for railway and highway safety reasons and to avoid the disruption to road traffic including public transport, yet mindful of the challenges in providing alternative access. See also our response to Q36.

South West Branches

35 Do you have any comments on proposals for Crossrail 2 at Raynes Park, Motspur Park and New Malden stations?

Comments:

We welcome the inclusion of a fifth and possibly a sixth track between New Malden and Raynes Park, which are required to provide the extra capacity needed, but see also our answer to Q39.

Raynes Park station will need to be redesigned to accommodate the large numbers of passengers who will need to change between Crossrail 2 and Waterloo services.

36 Do you have any comments on the proposals to remove both the level crossings on West Barnes Lane near Motspur Park station, and Elm road near New Malden station, and replace with alternative access across or around the railway?

Comments:

In principle we support the closure of level crossings as generally unacceptable risks to safety of rail and road users, especially in locations where use by either or both sets of user is high, as in these urban locations. See also our response to Q34.

37 Do you have any comments on proposals for Crossrail 2 at stations between Epsom and Worcester Park?

Comments:

Epsom station already suffers from congestion. The track layout will need to be changed and passenger circulation areas expanded to enable the additional terminating trains required, and the platforms will need to be lengthened, but no indication has been given of how this will be achieved within the restricted station footprint.

During the peak period through South Western services to or from beyond Epsom are fully loaded but if there will be 8 trains per hour in total at Epsom including possibly 6 Crossrail 2 trains per hour, then the frequency of through services will be reduced from 4 trains per hour to 2 trains per hour, which will not provide enough capacity beyond Epsom, impacting passengers from for example Ashted, Leatherhead, Dorking and Bookham. Extending more Southern Railway services beyond Epsom instead of South Western services would require more passengers to change trains, so increasing journey times unacceptably. We would not support extension of Crossrail 2 services beyond Epsom, as the journey time between London and towns such as Dorking is not compatible with a metro service.

38 Do you have any comments on proposals for Crossrail 2 at stations between Chessington South and Malden Manor?

Comment:

None in particular at this stage.

39 Do you have any comments on the proposals for Crossrail 2 at stations between Hampton Court and Berrylands?

Comment:

Crossrail 2 will release 8 paths into Waterloo, on the slow lines. Whilst these, the 4 trains which will join from Hampton Court and the 2 trains from Guildford via Cobham can be accommodated on the slow lines between Hampton Court Junction and New Malden, they will take 8.5 minutes for this journey compared to the 4 minutes which trains on the fast lines take. Therefore the journey to Waterloo will take 4.5 minutes longer (2.5 minutes if stopping at Surbiton) on these 8 paths than it would do if a fifth track were added for the two miles between New Malden and Surbiton, on top of the extra 9.5 minutes that it will take between Raynes Park and Waterloo. We consider that a fifth track between Hampton Court Junction and New Malden, as already proposed between New Malden and Raynes Park, would be justified by the saving in journey time.

40 Do you have any comments on the proposals for Crossrail 2 at stations between Shepperton and Norbiton?

Comments:

No analysis of end destinations in London for passengers is given, so it is not possible to say whether the split of services between Crossrail 2 and Waterloo is optimised for the number of passengers who will have a quicker journey via Crossrail 2 compared to the number whose journey will still be quicker via Vauxhall or Waterloo.

About you

41 What is your first name?

First name:

Roger & Chris

42 What is your surname?

Surname:

Blake & Austin

43 What is your email address?

Email:

roger.blake@railfuture.org.uk

44 Please tick this box if you would like to receive project updates when available.

Tick if you would like to receive project updates when available:

Yes

45 Please provide us with your full postcode?

Postcode:

N16 0DX

46 In what capacity are you responding to this consultation?

As a representative of a community or voluntary org

47 If you are responding on behalf of a business, educational establishment or other organisation, please provide us with the name.

Name of business, educational establishment or other organisation:

Railfuture - Infrastructure & Networks Group

48 Please tell us what you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)

Comments:

Excellent