

Report to Overview & Scrutiny Committee

Date of meeting: 5 January 2016

Subject: Crossrail 2 Consultation

Officer contact for further information: Ken Bean (x4610)

Committee Secretary: Adrian Hendry (ext.4246)



Recommendations/Decisions Required:

To make the following comments on and responses to the consultation:

- (a) That the Committee considers the issues set out in this report and determines the view to give in responding to the consultation having regard to the matters set out in paragraphs 6 to 9 of this report.**

- (b) That the views of EFDC are made known to other relevant stakeholders including: London Stansted Cambridge Consortium, London Boroughs of Redbridge and Waltham Forest, Essex County Council, Borough of Broxbourne, Corporation of London, LVRPA, SELEP and MPs for the Epping, Harlow and Brentwood & Ongar constituencies.**

Report:

Background

1. This is the latest in a series of consultations relating to Crossrail 2 on which comments are invited until Friday 8th January 2016.
2. Crossrail 2, (formerly known as the Chelsea – Hackney line), is predicated on four tracking of the existing West Anglia Main Line (WAML). Members will recall that, following an earlier consultation in 2013, the route for Crossrail 2 was decided upon with the Regional option favoured over the Metro option. This decision accords with the route preference expressed by this Council at that time. Subject to funding and Government approval, it is anticipated that an application for powers could be made in 2017, with construction beginning in 2020 and completion in 2030.
3. The route of the Regional option Crossrail 2 Line, would run north-east to south-west in tunnel through central London linking up Wimbledon with Tottenham Hale. At the south-west end separate spurs following existing track run to Shepperton, Hampton Court, Chessington and Epsom. At the north-east end of the line a branch is proposed from Dalston heading to New Southgate in Enfield via Seven Sisters. However, the main line would run through Tottenham Hale following the WAML route up to Broxbourne.
4. Crossrail 2 is proposing to build additional track and station infrastructure along the WAML between Tottenham Hale in the south and Broxbourne to the north. Officers understand that the existing twin track line is soon to be upgraded by Network Rail to three tracks between Coppermill Junction, south of Tottenham Hale, and Angel Road station. Crossrail 2 requires the addition of more tracks along the route to at least just north of Broxbourne. At present there remains a question mark whether the line terminates at Broxbourne or continues to either Hertford East or Harlow. Whilst canvassing opinions on the potential route beyond Broxbourne is not the subject of this consultation it will clearly be of great interest to local authorities in the London Stansted

Cambridge Consortium (LSCC) wider area.

5. To accommodate Crossrail 2 services some improvements will be required at the stations on the WAML up to Broxbourne. In many cases this will comprise extensions to existing platforms as well as the construction of additional platforms; in some cases more extensive remodelling of existing stations may be required however, for the most part, it is anticipated that this can be accommodated within existing Network Rail operational land.

Scope of current consultation

6. It is important to attempt to understand what the overall benefits and impacts of Crossrail 2 are likely to be for this District. That said, this consultation specifically considers the proposed locations of stations, work sites and other infrastructure required to build and operate the railway. In addition to reiterating EFDC's continued broad support for Crossrail 2, there are inevitably a number of issues and uncertainties at this stage regarding the likely impacts that implementation of the scheme might have. Given that 2030 is the very earliest date that the line could become operational, assessment of likely impacts on Epping Forest District are very difficult to gauge at this stage. Once Crossrail 1 begins service in 2019 / 2020 the potential impacts in terms of customer travel behaviour patterns may become clearer. By this stage the Council will also have an adopted Local Plan in place outlining the quantum and locations of growth that will need to be planned across the District up until 2033.
7. For EFDC, it is suggested flagging the need for careful thought and extensive consultation around the issue of level crossings. For the section of line running through Enfield and Hertfordshire, as the consultation identifies, a key issue to be resolved will be where existing level crossings need to be closed. In particular, the extent and form of alternative access for vehicles and pedestrians that would need to be provided either by way of bridge, underpass or via a diversion. This consultation does not go as far as suggesting possible solutions for individual level crossing locations along the route, but clearly the scope / feasibility and implications of any decisions subsequently taken will need very careful scrutiny and consideration. In Epping Forest District, depending on where the Crossrail 2 line terminates and the form that improvements to the West Anglia route take, of obvious concern will be Roydon. The level crossing barriers at both Roydon and Sawbridgeworth are currently down for up to 30 minutes in every hour, an issue that would need to be addressed if improvements made to the West Anglia route drew extra rail traffic.
8. If it is decided that the Crossrail 2 terminus is to be in Broxbourne this is likely to mean the requirement for a marshalling yard in the vicinity of either Broxbourne or Cheshunt stations, and therefore relatively close to the District boundary.
9. In expressing a preference for the regional option this Council highlighted its concern about the need for guaranteed future investment in, and improvements to, the Central Line – both the Epping branch and the Hainault loop. TfL has previously advised that the Central line has capacity limits which cannot presently be altered. Although beyond the scope of this consultation, it is also suggested that Members take the opportunity to reiterate concerns expressed previously about capacity of the Central Line and the need to ensure that in addition to funding Crossrail 2, future investment in the Central Line is maintained. The route, speed and relative ticket pricing for Crossrail 2 when it becomes operational are all variables that are likely to influence passenger behaviour between using Crossrail 2 or the Central Line to access central London.

Form of consultation responses

10. Officers understand that the London Stansted Cambridge Consortium (LSCC) are seeking to prepare a high level response to this consultation which will be shared with interested Councils. However, it is recognised that Councils are also likely to send individual responses emphasising particular points and concerns. The Cooperation for

Sustainable Development Board agreed at its meeting held on 4th December that once drafted EFDC would consider other responses to ascertain the extent to which there are common views that might then be conveyed in an agreed joint response.

Reason for decision: The consultation document does not include issues that directly impact upon this Council since the Crossrail 2 route as currently proposed lies beyond the District boundary. However, it is considered important to respond formally as there will inevitably be a number of potentially very significant impacts for this District in terms of future accessibility, travel patterns and behaviour arising from the scheme. There are also likely to be consequential impacts for considerations given in the Council's emerging Local Plan and the District's capacity and potential locations for accommodating future growth.

Options considered and rejected: Not to respond to the consultation.

Resource implications: Consideration of this consultation has been undertaken within the existing resources of the Planning Policy Team.

Legal and Governance Implications: The Council is a statutory consultee to the Crossrail 2 proposals.

Safer, Cleaner Greener Implications: There are no such implications arising from the recommendations of this report.

Consultation Undertaken: None required – the recommendations of this report and the Council's response to the consultation will be considered by Overview and Scrutiny Committee on 5th January 2016.

Background Papers: Consultation by Mayor of London, Network Rail and Transport for London on: Crossrail 2 and the environment – approach to design, mitigation and assessment – October 2015. (<http://crossrail2.co.uk/consultation>)

Impact Assessments and Risk Management: There are no impact assessment or risk management implications arising from the recommendations of this report.

Equality: There are no direct equality implications arising from the recommendations of this report.