

Response ID ANON-2EN2-M2X9-7

Submitted to **Crossrail 2 - October 2015**

Submitted on **2015-12-31 10:15:31**

Proposals - overall

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

Overall comments:

The need for a north-east to south-west rail link to relieve congestion on existing tube lines and extend the network to more parts of London, has been understood for decades. Even Mrs. Thatcher was persuaded to safeguard a route for it.

The recent preference for a Regional rather than a Metro scheme flies in the face of the London Plan, whose first transport objective is to reduce the need to travel. The consultation on this point did not reach those affected, and was presented as an obscure debate between railway experts, unlike the current consultation which is genuinely reaching out to concerned parties.

A feature of the original scheme was the provision of interchange with all local lines crossed, so that the journeys of passengers could be shortened and the most congested lines relieved.

The construction of a new line inevitably involves disruption. We would expect removal of spoil by road to be minimised and confined to suitable main roads. Wherever possible, water and rail should be used instead.

New Southgate

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

Comments:

We certainly support an interchange with the Great Northern services, but if the only provision were to be at New Southgate, stations on the Hertford loop would be excluded as well as those south of Alexandra Palace.

Additional services at this station would support development in the area, but it is widely accepted that the greatest opportunity of growth lies further east. The route through Hackney Central should have greater priority.

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

Comments:

not beyond the comments above

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

Comments:

not beyond the comments above

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 welcome the provision of an interchange with the Piccadilly line. The main advantage of the proposed station at Turnpike Lane is that it is associated with a station at Alexandra Palace. If an alternative provision were made for interchange with the Hertford loop trains, by a station at Essex Road, Wood Green would have a stronger case.

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

Comments:

Under the current proposals Alexandra Palace represents the only opportunity for passengers from Hertford loop stations joining CrossRail2. It is therefore the best option currently on the table. If however a station were reinstated at Essex Road, the case for the alternative route via Wood Green would be much stronger.

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

Comments:

Wood Green has a strong case taken in its own right; but the interchange for Hertford Loop passengers is paramount.

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

Comments:

no - this is a matter for local resolution,

Tottenham Hale

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

Comments:

If a route towards Stansted is to be developed a station at Tottenham Hale is a must.

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

Comments:

no - for local resolution

Seven Sisters

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

Comments:

As previously indicated, we believe the New Southgate spur should be afforded a lower priority than the route through Hackney Central. However, if it were developed a station at Seven Sisters would be an essential component.

Dalston (inc. Shoreditch Park and Stamford Hill)

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

Comments:

The station is ideally sited, giving good interchange with both the North London and East London branches of the Overground.

There is some concern at the loss of an attractive terrace in Bradbury Street

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

Comments:

This is a logical place for it; but a far better scheme would take the route to Essex Road as originally safeguarded, providing much needed relief to the GN Moorgate services.

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

Comments:

If the Hackney Central route were given priority over the New Southgate spur a smaller shaft could be constructed. However, we accept that there may be a case for passive provision for the New Southgate spur at a later date.

Angel

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

Comments:

There is a strong case for greater capacity at the Angel. However, interchange is already provided with the Northern line at King's Cross or Euston. Visitors to Upper Street already choose to travel to Highbury and walk down. A station at Essex Road, with an additional point of egress to the south of the current station, would better meet the need to improve links to this area and would provide the interchange that would decongest the GN line. Trains in the morning peak are so crowded it is difficult to board, yet at other times the line and the station are under-utilised.

Euston St. Pancras

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

Comments:

The case for Crossrail2 was made thirty years ago - congestion relief was needed then, it is more desirable now. It does not need HS2 to justify its development. We are completely opposed to the loss of any social housing in places such as Euston. For HS2 or Crossrail2 to contribute to the growth of London it is essential that complementary infrastructure, which includes affordable housing, is enhanced not contracted. We would therefore prefer to see a station closer to King's Cross, providing good interchange with the six tube and underground lines.

Tottenham Court Road

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

Comments:

This is an important interchange and we are pleased that provision for it was made in developing the station for CrossRail1.

Victoria

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

Comments:

Like Tottenham Court Road, the case for a station at Victoria is overwhelming.

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

Comments:

Not at present - we await the consultation on the future of VCS.

King's Road Chelsea

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

Comments:

There clearly needs to be an intermediate stop between Victoria and Clapham Junction to maximise the efficiency of the railway. King's Road does not offer any interchange but neither would any alternative site put forward by Crossrail2. It is understandable that Battersea would not want their new Northern line station disturbed almost as soon as it opens.

Clapham Junction

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

Comments:

An interchange at Clapham Junction would open up CrossRail2 for a plethora of journeys which are currently more difficult. We are concerned though that the inadequacy of platforms for the London Overground will need to be addressed. The original platform 1 or an equivalent provision will be essential to meet rising demand, which will grow further with the introduction of CrossRail2. Indeed, the layout of the whole station needs to be reviewed to ensure that it is capable of dealing safely with the increased numbers of passengers changing trains or entering/leaving the station.

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

Comments:

no

Balham

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

Comments:

There is already a rail link between Clapham Junction and Balham. Tooting Broadway provides a new link, and a more convenient point of interchange with the Northern line. We find it difficult to believe that the ground conditions make it impossible to route the line this way: tunnelling techniques are improving all the time. we endorse the request of Wandsworth Council for further investigation and report.

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:

A further benefit of the Tooting Broadway proposal was that a more suitable site for the ventilation shaft had been identified.

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:

no

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

Comments:

no

Wimbledon

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

Comments:

We agree that a station at Wimbledon would provide a valuable interchange, reducing distances travelled by some passengers.

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

Comments:

no

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:

no

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 :

no

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

Comments:

no

Broxbourne branch

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

Comment:

We agree that these stations are poorly served. We also note that, in the context of the Airport Capacity debate, Stansted has spare capacity and the reason for this is the poor transport links to central London. (Despite that, a higher proportion of Stansted passengers use public transport to complete their journey, compared with heathrow and Gatwick). Anything which improved Stanstead services, directly or indirectly, is to be welcomed.

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

Comment:

The current services are a disgrace. Angel Road must be the least accessible station in London if not on the entire Network Rail network. Provision at these stations should be improved far more speedily than will be possible as part of such a large scale scheme as CrossRail2 has become.

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:

Level crossings are inherently dangerous and no longer practical if a reasonable level of train service is to be attained.

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 agree that it is desirable to extend beyond Wimbledon. It is not clear whether some journeys which can currently be made by direct train from these stations will be reduced in frequency or expunged altogether. As became clear in the case of Thameslink, people choose the location of their home on the basis of existing train patterns, and are extremely resistant to adverse change.

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:

Level crossings have a poor safety record and if there is an intensification of use of existing lines the time taken to navigate them makes them less attractive to pedestrians and other road users.

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

Comments:

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

Comment:

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

Comment:

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

Comments:

About you

41 What is your first name?

First name:

Andrew

42 What is your surname?

Surname:

Bosi

43 What is your email address?

Email:

andrewbosi@aol.com

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:

EC1M 6EJ

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:

n/a

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:

It is clear and comprehensive. It has been well publicised. It is a pity that the same was not true of earlier consultations.