

A large, dark grey, stylized number '2' is positioned on the left side of the slide, partially overlapping the background. The background features a yellow-to-green gradient with diagonal lines.

Crossrail 2

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Managing Director

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MAYOR OF LONDON



TRANSPORT
FOR LONDON

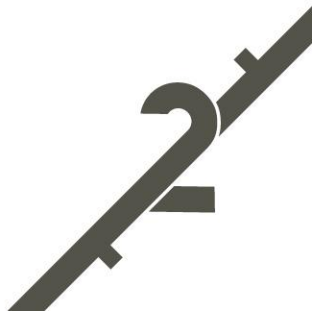


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2. Hertfordshire's challenges

3. What Crossrail 2 would achieve

4. Next steps



Crossrail 2

A proposed new railway serving London and the wider South East

£31bn
cost

30
trains/hour

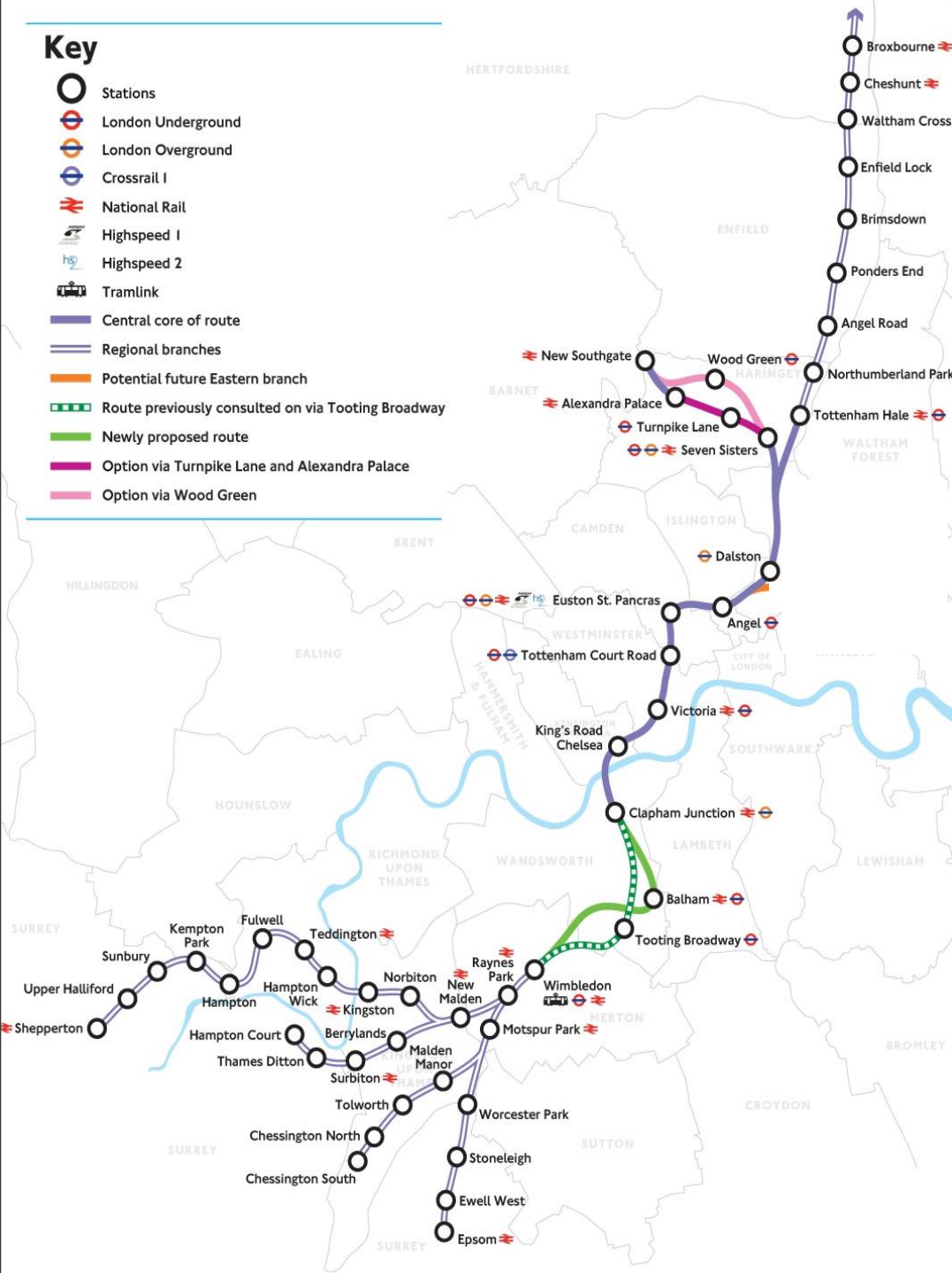
100kph
line speed

**Step
Free
Access**

Up to
£150bn
to GDP

70km
of tunnels

270,000 people in
morning peak



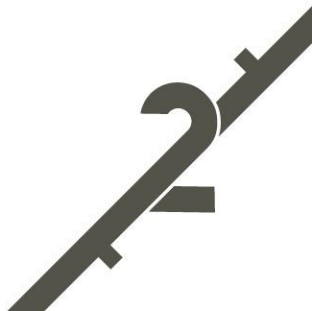


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Hertfordshire's economic success

Number of jobs to grow from 674,000 in 2016 to **736,000 by 2031**

Home to global companies and HQs

One of the **highest start-up rates for small businesses** in the UK

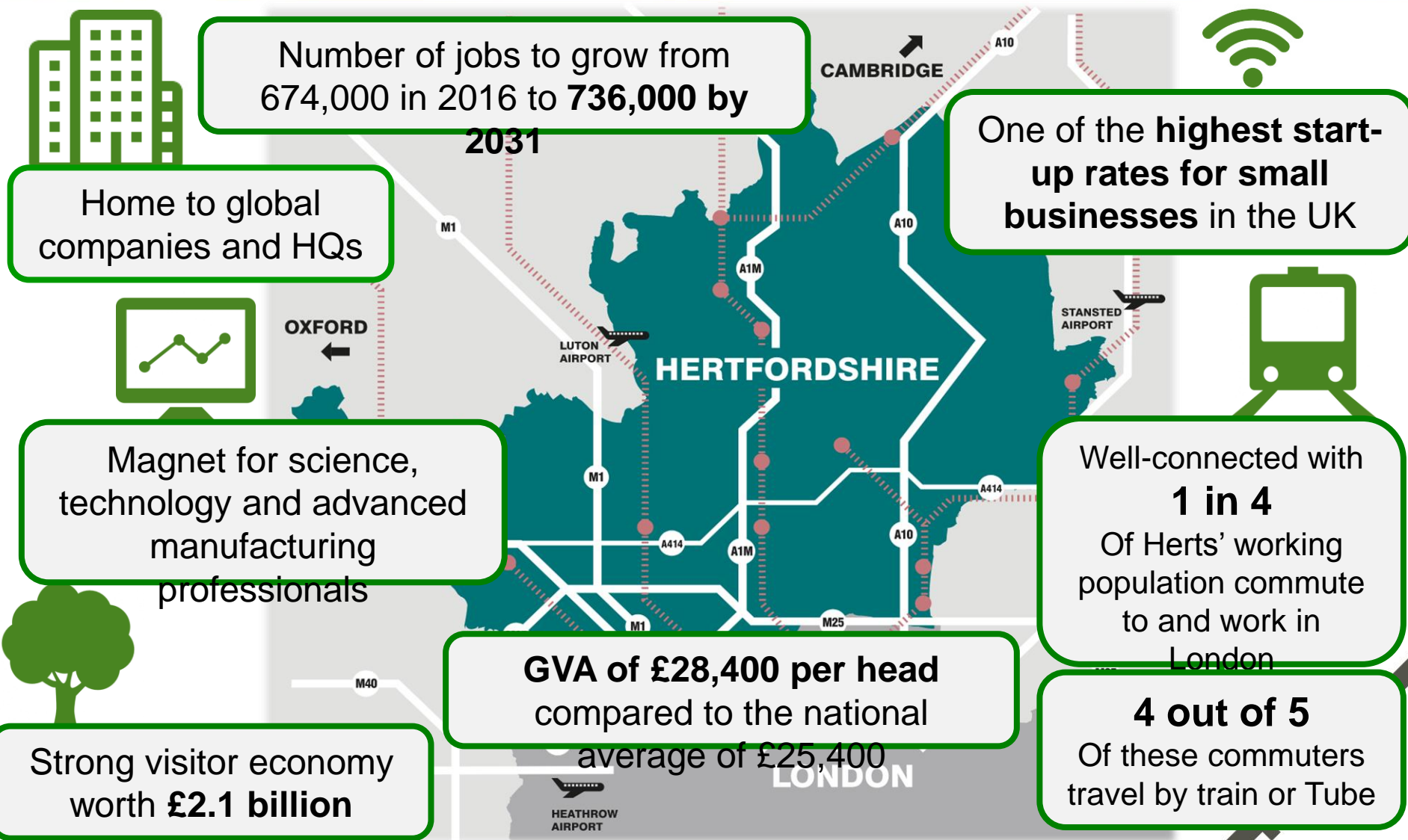
Magnet for science, technology and advanced manufacturing professionals

Well-connected with **1 in 4** Of Herts' working population commute to and work in London

GVA of £28,400 per head compared to the national average of £25,400

4 out of 5 Of these commuters travel by train or Tube

Strong visitor economy worth **£2.1 billion**



Source: Draft Summary of the Hertfordshire context – Growth, Challenges & Opportunities, Herts County Council (Oct 2017)

The challenges

Population boom

Housing crisis

Transport demand outstrips supply

Struggle to access diverse labour market

Planned transport investment not enough in the long term

Severe crowding

Station closures

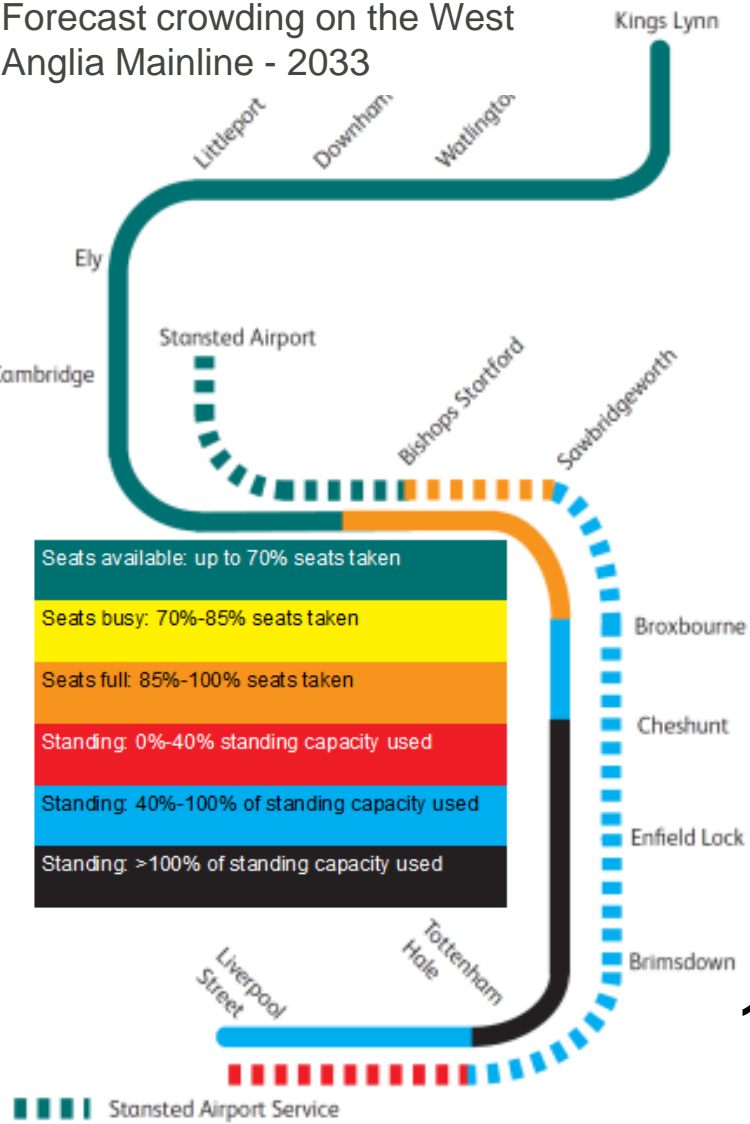
Retaining skills and jobs

Low UK productivity

Inhibits growth

Population and employment growth will add pressure to Hertfordshire's infrastructure and stunt growth

Forecast crowding on the West Anglia Mainline - 2033



1.18m in 2016 → 14% increase → 1.34m by 2031

40%
 Network Rail forecast demand on WAML will increase by 40% to 2043

1 min of delay between Broxbourne and Tottenham Hale causes 3 mins of delay to other services

175,000
 175,000 more people living in Herts using its transport system by 2031

Hertfordshire faces a chronic housing shortage: exacerbating skills shortages and restricting productivity



“ **Good accessibility between businesses and employees will drive prosperity in the county as it will enable businesses access to labour markets.** ”

*Hertfordshire Local Enterprise Partnership,
Herts County Council (Oct 2017)*

3,500

Homes built in Herts
in 2015-16.

2,500

Fewer than needed



30,000

Homes needed in Herts
over next 5 years

Average house
price in Broxbourne

is
10x

local salaries

53%

Of Hertfordshire
land is Green Belt

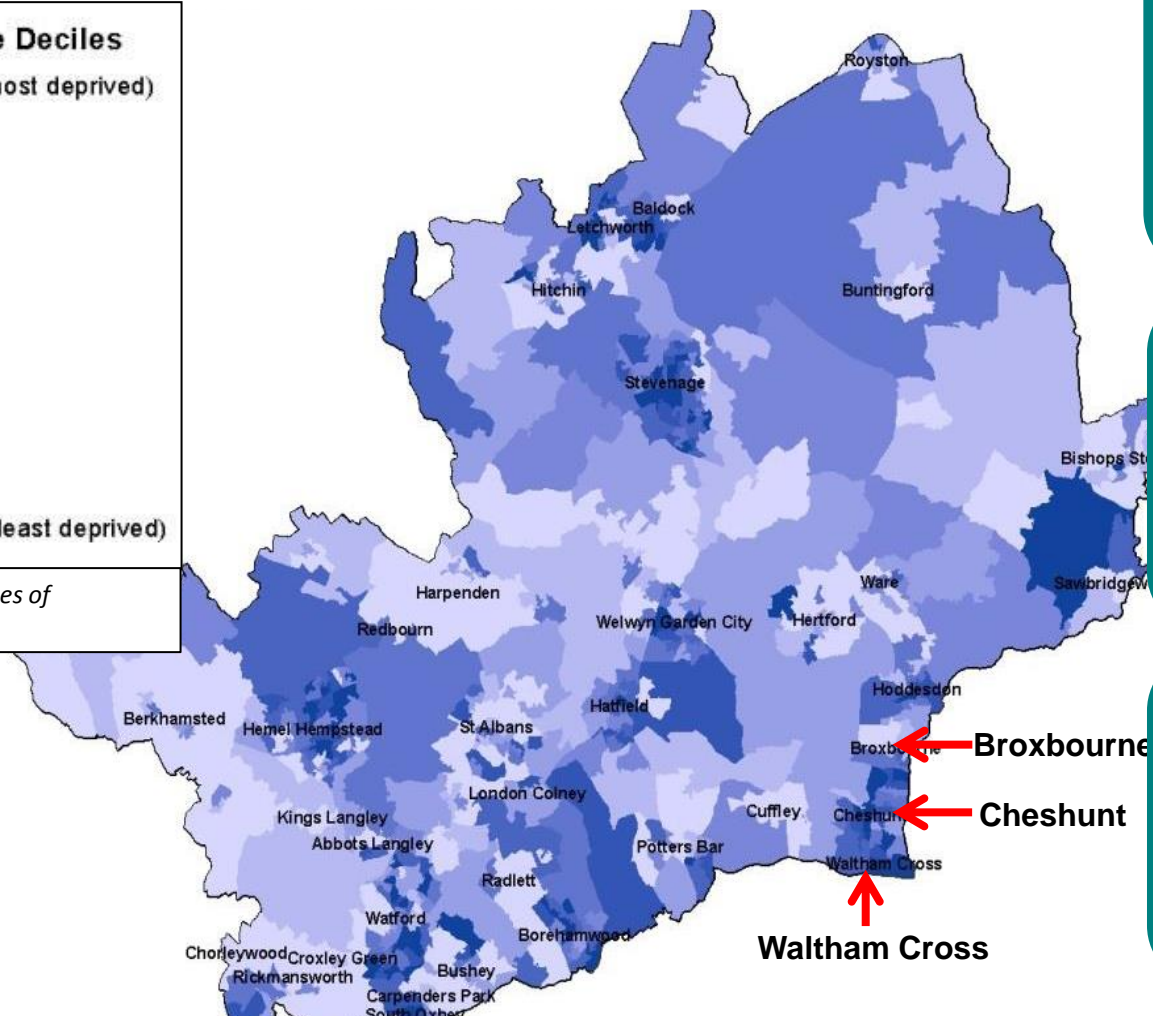


Hertfordshire's economic challenges are exacerbated by the housing shortage and transport pressures

Index of Multiple Deprivation 2015 for Hertfordshire



Source: DCLG Indices of Deprivation 2015



Restricted availability of local workers for highly skilled jobs*

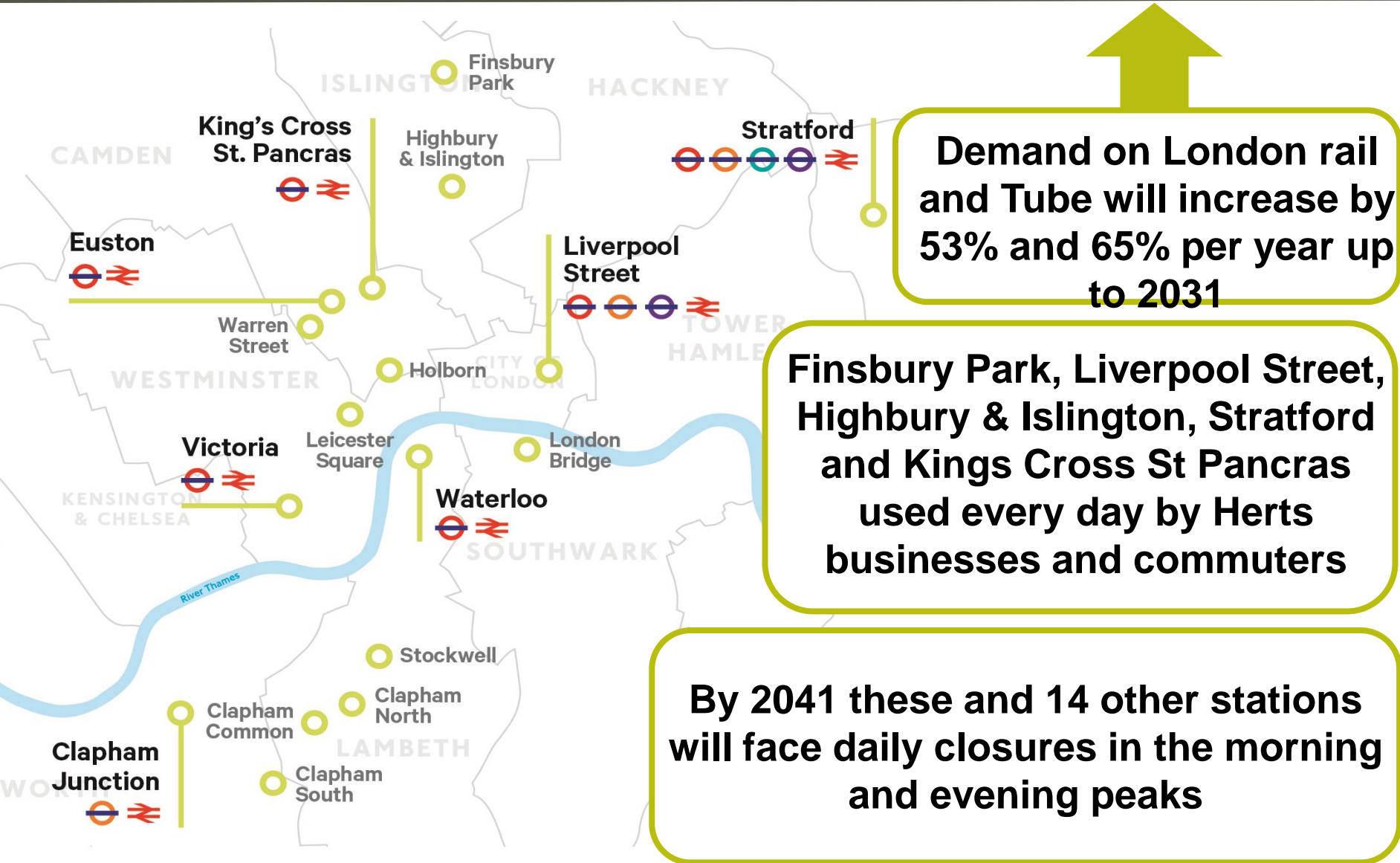
Productivity growth is half that of the England average.

Survival rates for start-ups are below the national average**

*Source: Draft Summary of the Hertfordshire context – Growth, Challenges & Opportunities, Herts County Council (Oct 2017)

**Source: Herts LEP Economic Outlook March 2016

London's transport challenges will affect Hertfordshire and damage productivity



Despite major investment, we still need more transport capacity

Major Station Upgrades



Elizabeth Line



Greater Anglia fleet renewal



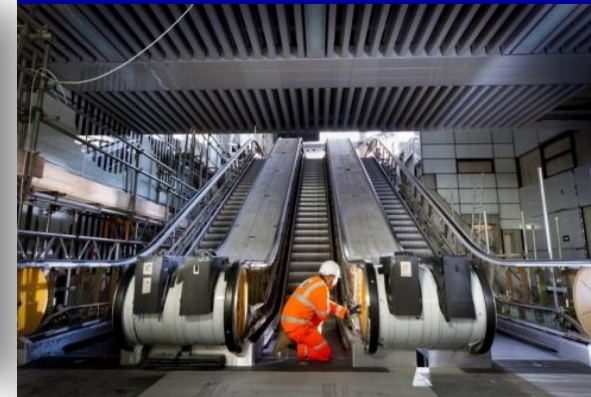
4LM



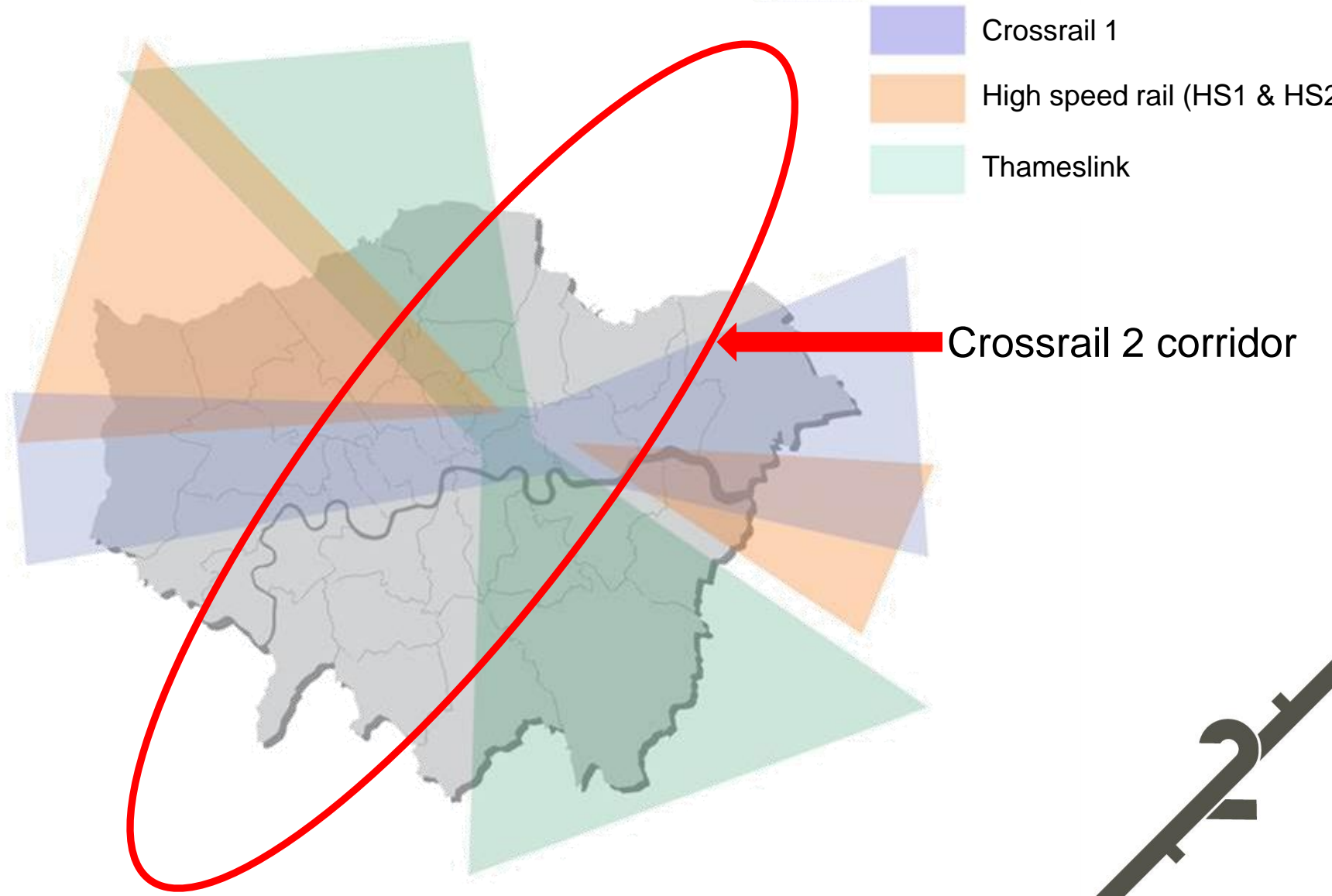
Thameslink



R&E inc Step Free Access



In particular along the north east/south west corridor



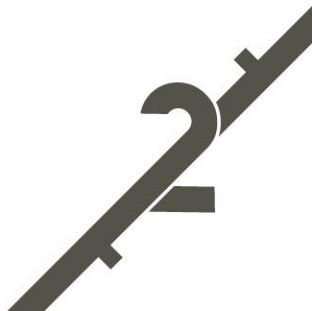


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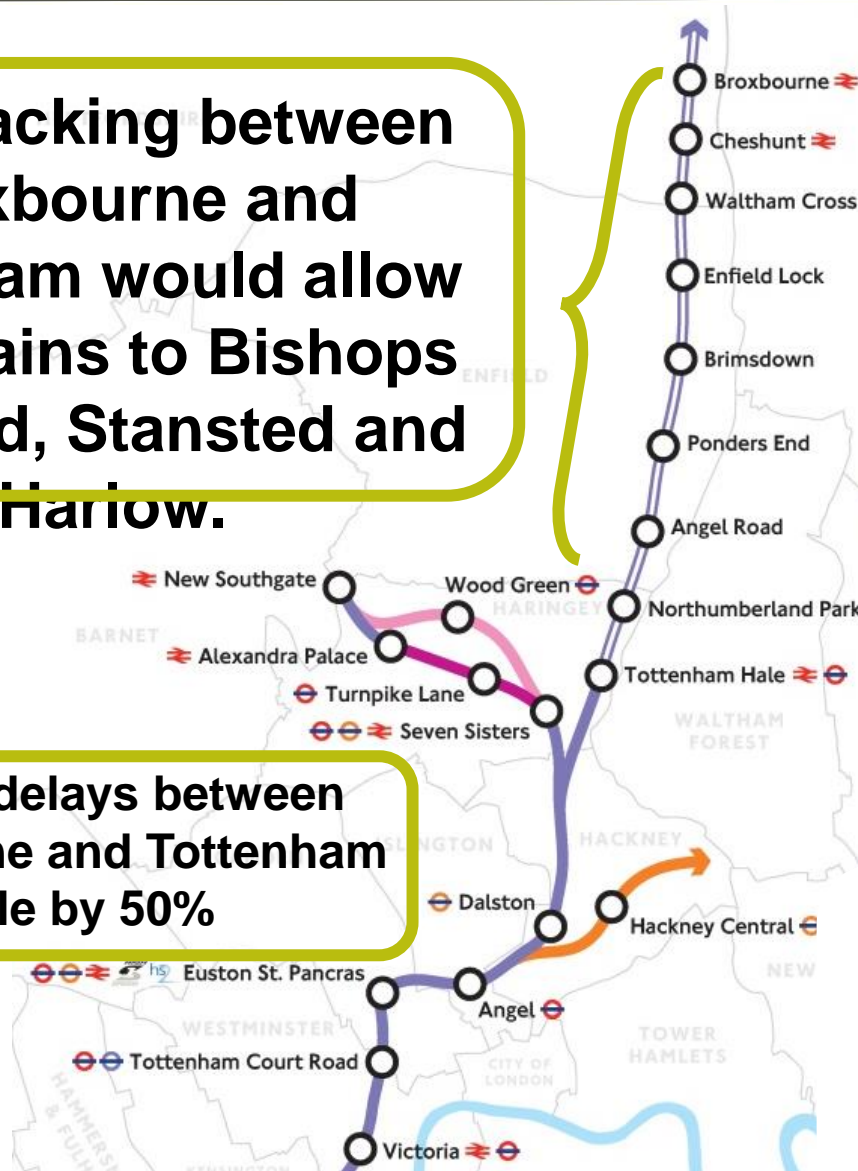
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Crossrail 2 would make Herts a more attractive place to live, work, invest and start a business

Four-tracking between Broxbourne and Tottenham would allow extra trains to Bishops Stortford, Stansted and Harlow.

Reduce delays between Broxbourne and Tottenham Hale by 50%



20
Trains per hour from
Broxbourne to
London
12
Of which will be
Crossrail 2 services

> Double
The number of trains
today (8 tph)

And benefit Herts businesses and commuters accessing opportunities in central London



10%

Added to London's rail and Tube network
eliminating the need to close stations

Euston St.
Pancras

Quicker, more reliable
and less crowded
journeys

HS2 will increase the no. of passengers using Euston Tube station daily to 120,000 by 2041

Crossrail 2 would free up the equivalent of 12 full Victoria line trains at Euston



And benefit Herts businesses and commuters accessing global opportunities



Extra trains to Stansted

Crossrail 2 would make space for extra trains to Stansted Airport, benefitting the 10,000 people working across 190 companies on site, improving and increasing business opportunities in Herts

Liverpool Street

More trains to Bishops
Stortford, Harlow and
beyond

Potential for 3,800 extra seats
in each direction in the AM
peak between Cambridge and
Liverpool St

Crossrail 2 will eliminate the
need for Liverpool St and
Stratford to close every day by

2041



Crossrail 2 would also supercharge growth in the East of England more widely

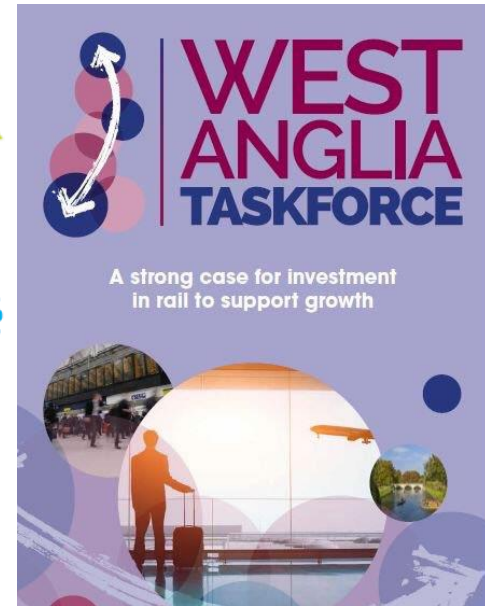
Crossrail 2 and four-tracking would lead to...

Faster journeys

More frequent services

Improved reliability

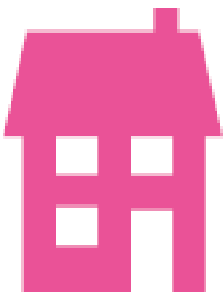
Which, in conjunction with Local improvements



A strong case for investment in rail to support growth



including Improved step-free access



New homes

Unlocks up to **100,000 new homes** across the WAML corridor



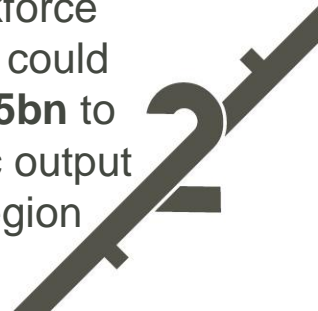
New jobs

Unlocks up to **45,000 new jobs** across the corridor



Economic benefits

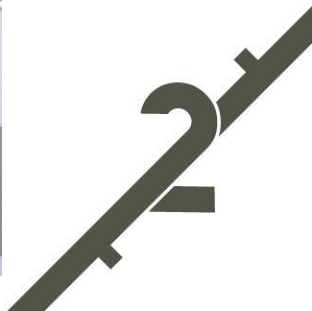
Preliminary analysis from the West Anglia Taskforce suggests Crossrail 2 could add an additional **£15bn** to the annual economic output of the West Anglia region



New infrastructure unlocks growth

Elizabeth line

Already demonstrating ability to drive approx **£5.5bn uplift in property value**, increasing development activity, housing densities and acting as a catalyst for comprehensive change, particularly in outer London



Transport led housing development and regeneration

Crossrail 2 would unlock new areas for regeneration and house building, particularly in the Upper Lea Valley.

Photos near **Angel Road station** – currently poor stopping service provision, limiting much needed housing, limited reliability and poor journey times to Stansted, Cambridge and London

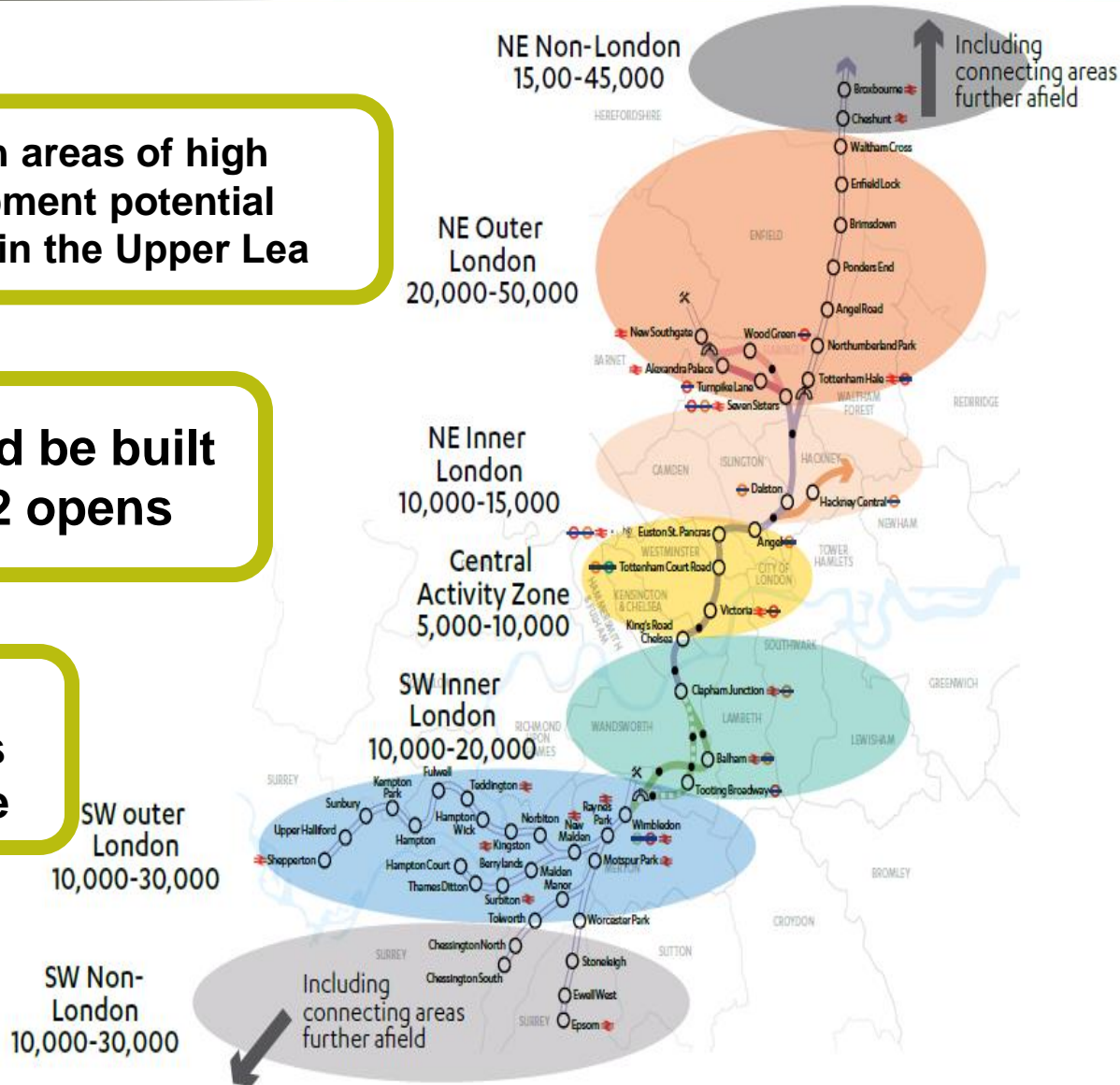


Crossrail 2 would help tackle the South East's housing crisis

Crossrail 2 would go through areas of high deprivation and high development potential especially 'Opportunity Areas' in the Upper Lea Valley

1/4 of new homes could be built before Crossrail 2 opens

30% of Crossrail 2's housing benefits would be outside London



Crossrail 2 would benefit the entire UK



£150 billion

**boost to the
UK economy**



200,000 new jobs

200,000 new
homes

Crossrail 2 would benefit the entire UK



800

Stations across the UK within just one interchange of Crossrail 2

40

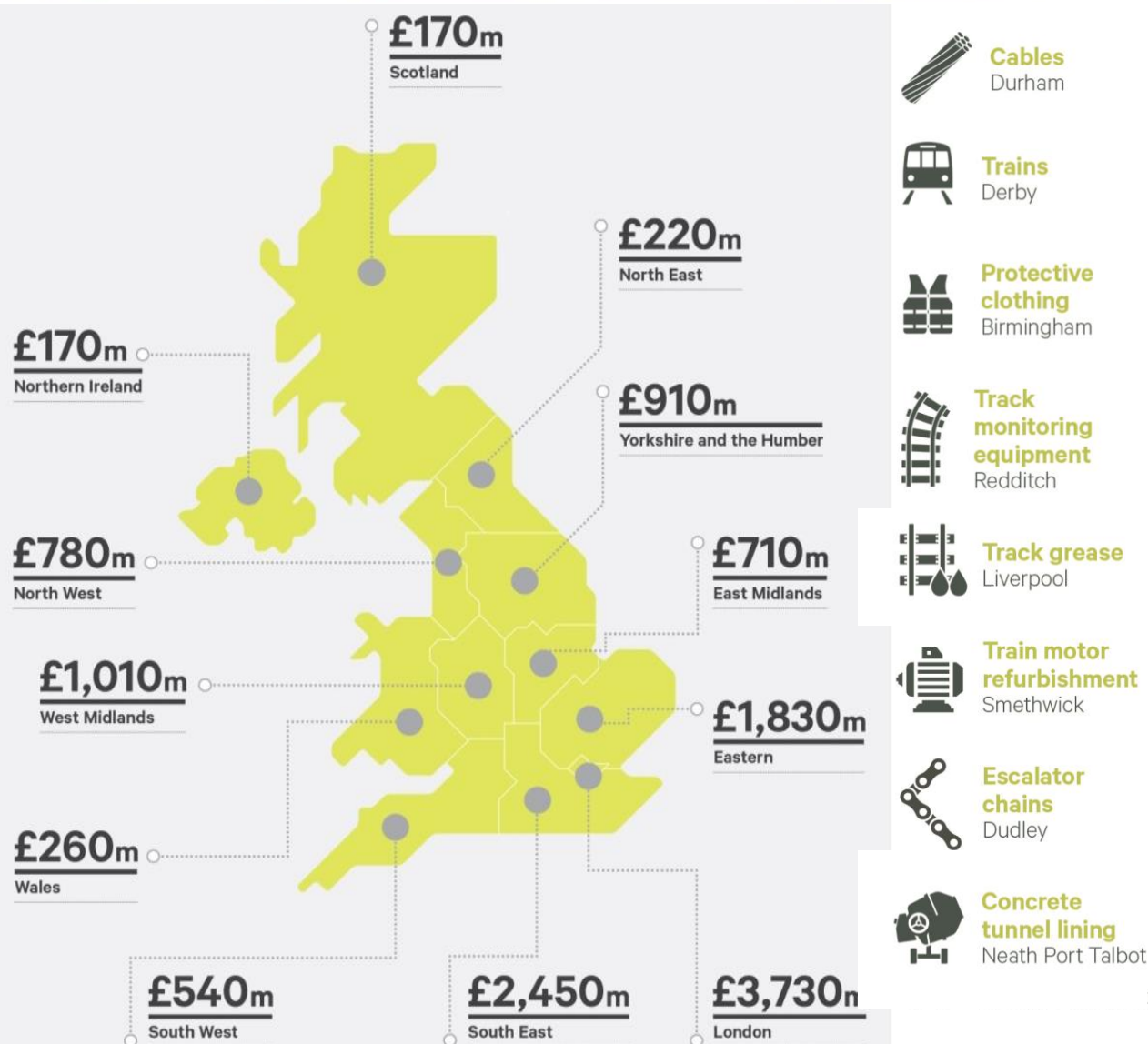
Of the UK's largest towns and cities would interchange with the Elizabeth line and Crossrail 2

40%

Of Crossrail 2's transport benefits would be outside London



Opportunities for businesses across the UK



60,000

Construction sector and supply-chain jobs across the UK

In turn this would support **hundreds of thousands of jobs in local economies**, spreading benefits across the country.

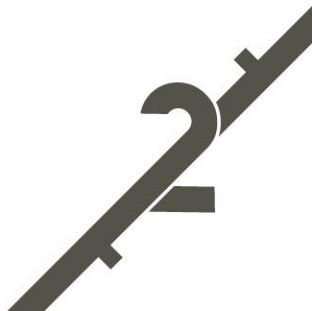


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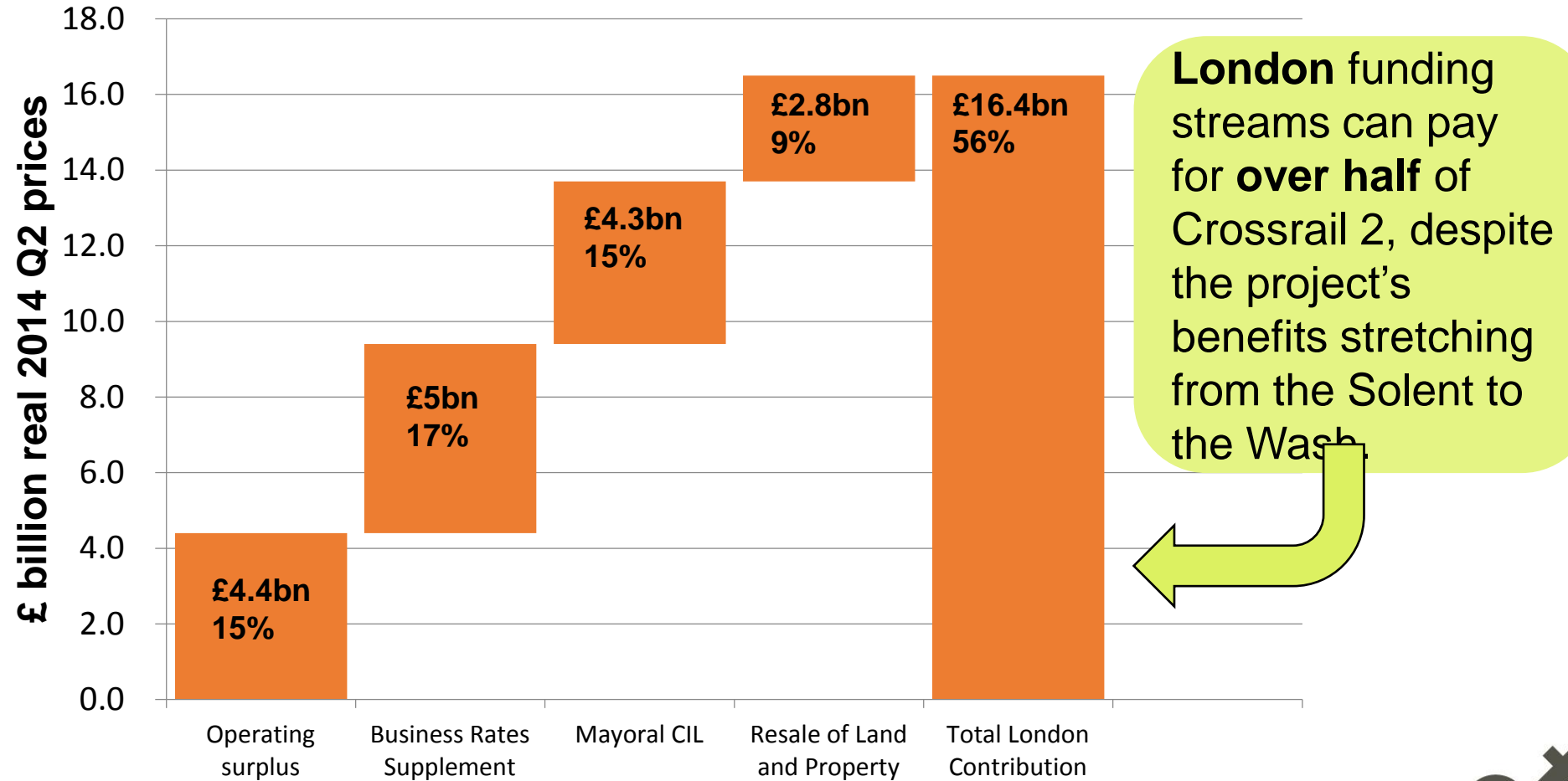
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Paying for Crossrail 2



But we have to pay more upfront – a huge challenge
 We must look at ways to capture funding from all beneficiaries of the scheme

Latest challenges

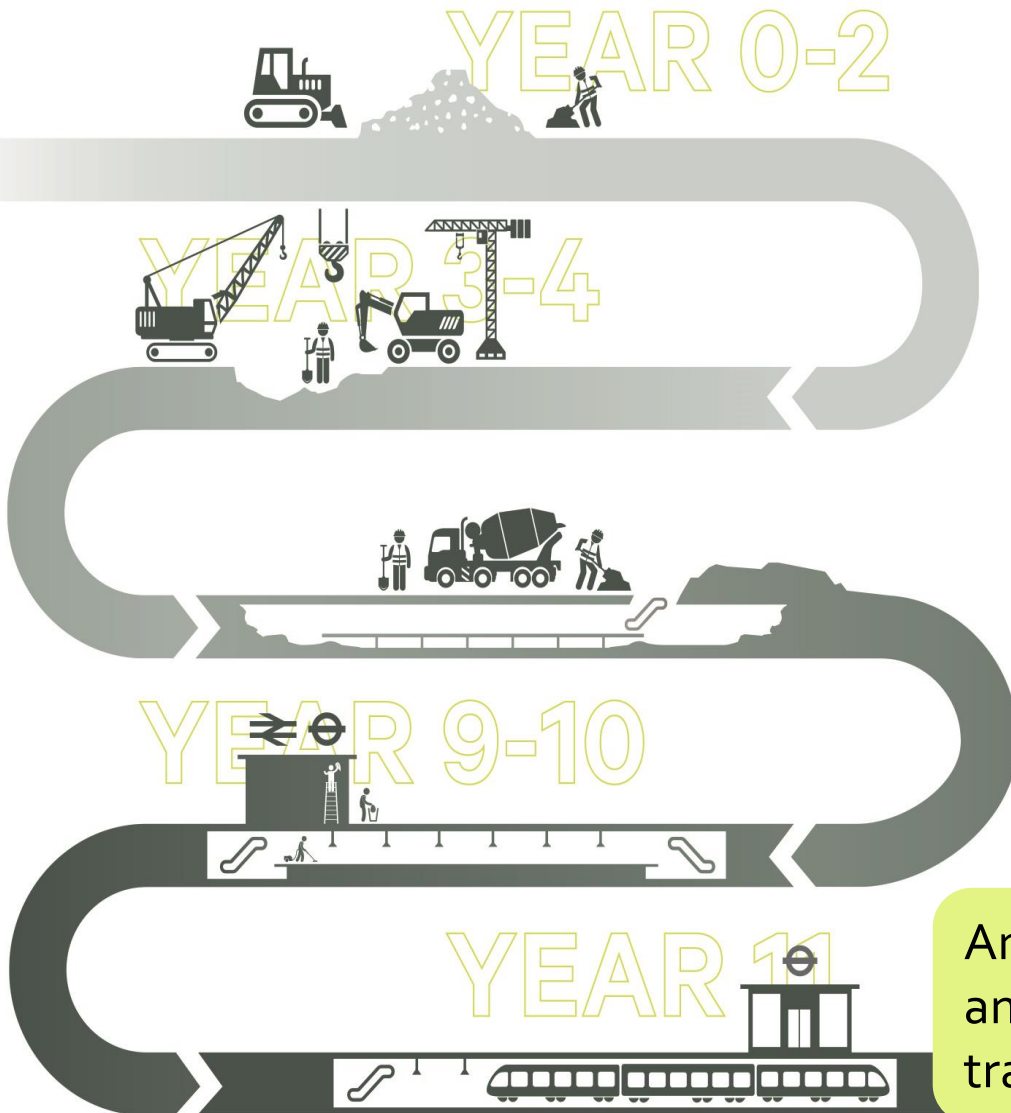
1 Make the scheme more affordable

2 Agree a way forward on funding & finance

3 Agree a way forward for housing delivery



Next steps



- 1** Await a decision from Government
- 2** Consult on the route
- 3** Submit Hybrid Bill in early 2020s
- 4** Construct in 2020s
- 5** Open in 2030s

Any delay would push back Crossrail 2, and mean unbearable strain on the transport network in the 2030s.



Thank
You

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