



# UK Transport Infrastructure Summit

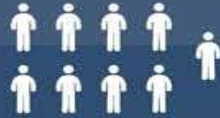
## Michele Dix, Managing Director



# Why do we need Crossrail 2?

London is growing by...

9 new residents  
every hour



That's a car load  
every 26 minutes



or

**2** Buses  
every day



or

**2** Tube trains  
every week



Today the population is

**8,600,000**

and by 2030, it will be

**c.10,000,000**



# Population growth is creating transport challenges

- Despite major investment already underway, growth is putting pressure on the transport network and could stall long-term economic growth
- Demand for National Rail services into Waterloo is set to increase by 40 per cent between today and 2043, and by a similar level across the Tube network
- Severe crowding on the London and South East rail network could double by 2041
- Problem particularly severe in the morning peak



# London and the South East face a housing shortage

- Too few homes are being built across the South East – target is building 49,000 new homes a year but delivery around half of this
- Land for additional 500,000 homes needs to be identified
- Improving transport links allows new homes to be built



Housing development in Woolwich, unlocked by Crossrail



# We have a UK productivity challenge

- The UK produces significantly less per hour worked than our main economic rivals. If we do not address this, national economic growth could stall and improvements to living standards could be held back
- Cities offer a solution to this productivity challenge because they cluster activity together, improving efficiency
- To do this and grow the economy, cities need access to a large workforce



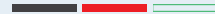
# Improving existing networks is essential but new links are also needed



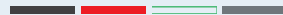
1981



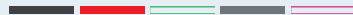
1987



1999



2019



Transport links at Canary Wharf

New road links Buses

DLR

Jubilee Crossrail



# Only integrated plans can unlock growth

## Example Opportunity Areas

Vauxhall Nine Elms – 24,000 new jobs, 16,000 new homes

- Roads improvements
- Reconfiguring bus routes
- Station capacity upgrade
- New Tube Extension

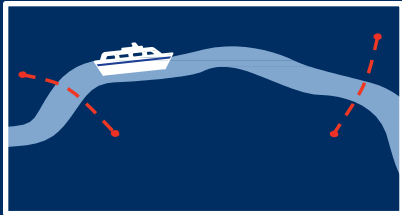
Barking Riverside – 10,800 new homes

- High-quality new bus service
- Road investment
- New rail extension

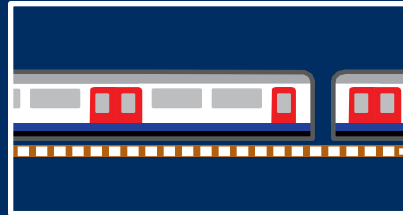


# Future infrastructure projects

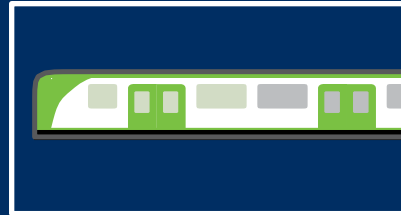
- The next big infrastructure projects to drive continued economic growth in London and across the UK are schemes with the potential to unlock new homes and jobs in areas of London with major development capacity



East London river crossings



Bakerloo line extension



Tram extensions



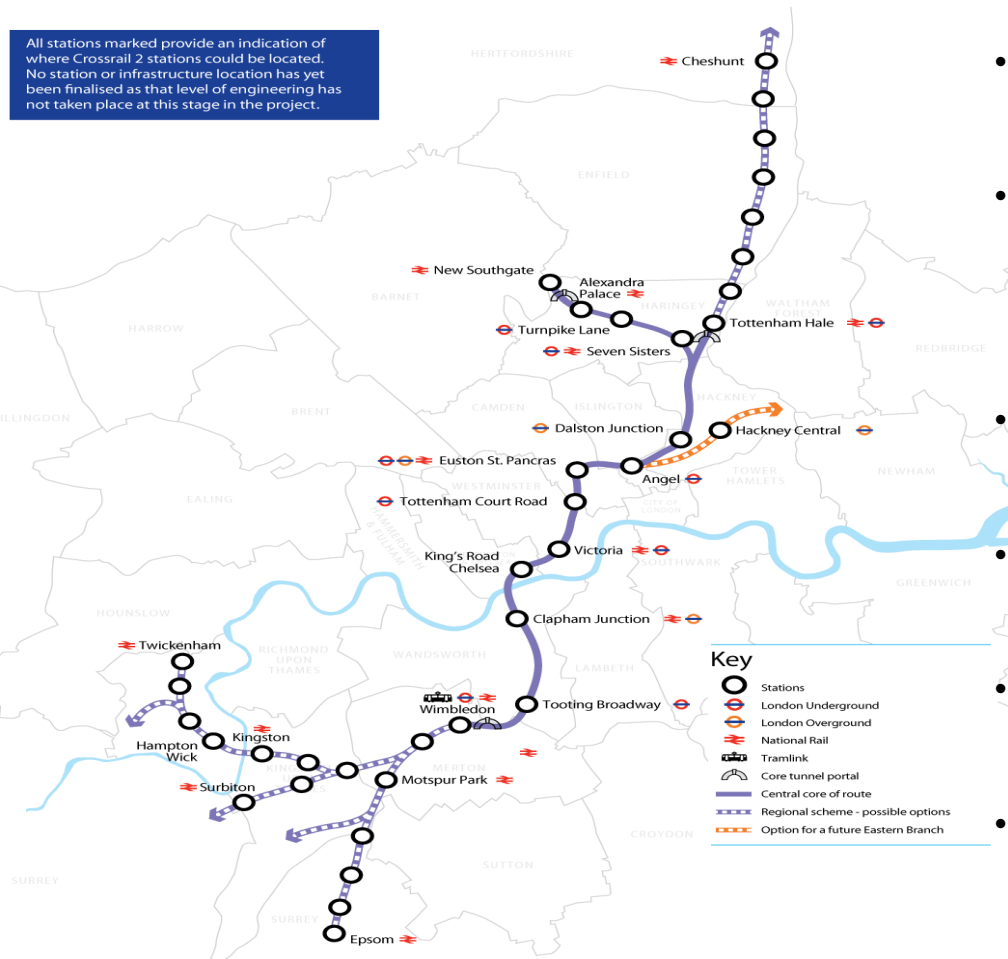
Road tunnels

- Crossrail 2 is an immediate priority



# Crossrail 2 – what role does it play

All stations marked provide an indication of where Crossrail 2 stations could be located. No station or infrastructure location has yet been finalised as that level of engineering has not taken place at this stage in the project.



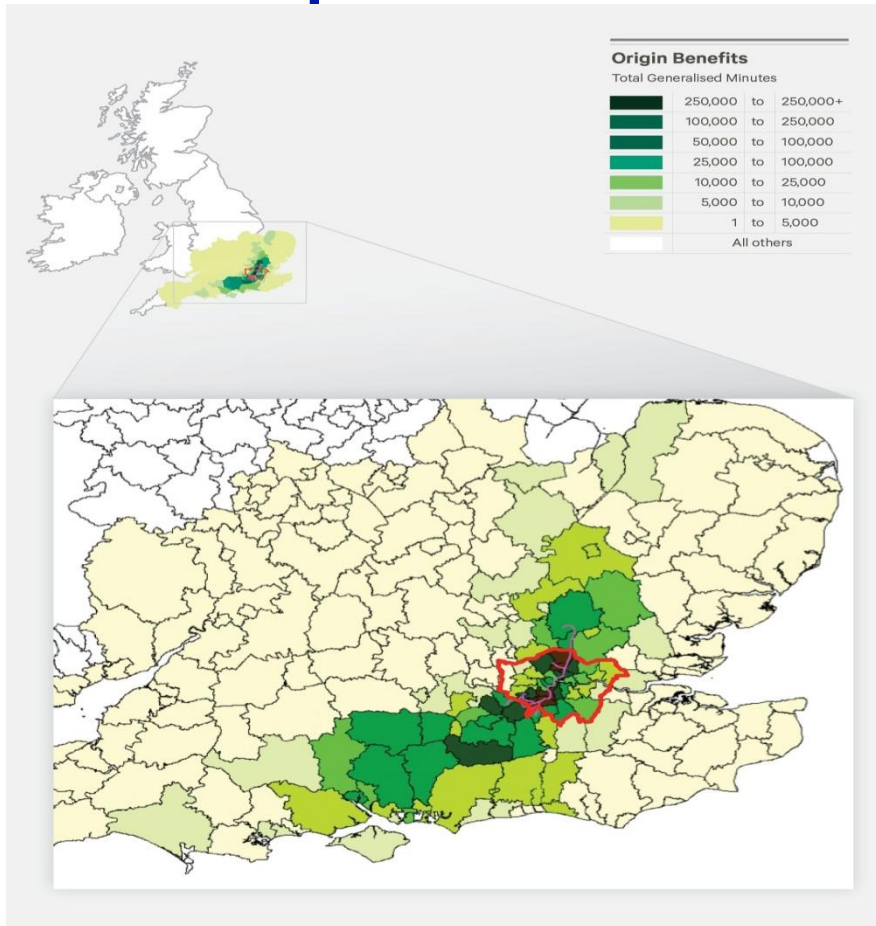
- A brand new railway line, serving London and the wider South East.
- Over 70km of tunnel would connect the existing National Rail networks in Surrey and Hertfordshire, through central London. 51 stations served directly by Crossrail 2 services
- High frequency: trains up to every 120 seconds (30 trains per hour) in central core
- Provides additional rail capacity for 270,000 people to travel into central London during the peak period
- Construction could start in 2020, with the scheme open around 2030
- Joint TfL/Network Rail project

# It will help address the transport challenge

- Transform travel across London and the wider South East
- Provides new rail capacity for 270,000 people to access central London during peak periods, helping relieve crowding and congestion on the transport network
- Significantly improve step-free access across the rail network
- Significant journey time benefits for a wide range of journeys



# It will help address the transport challenge



Crossrail 2 would transform travel across London and the wider South East, providing direct train services to destinations across the region.

This would benefit places from the Solent to the Wash.

# It will help address the housing challenge

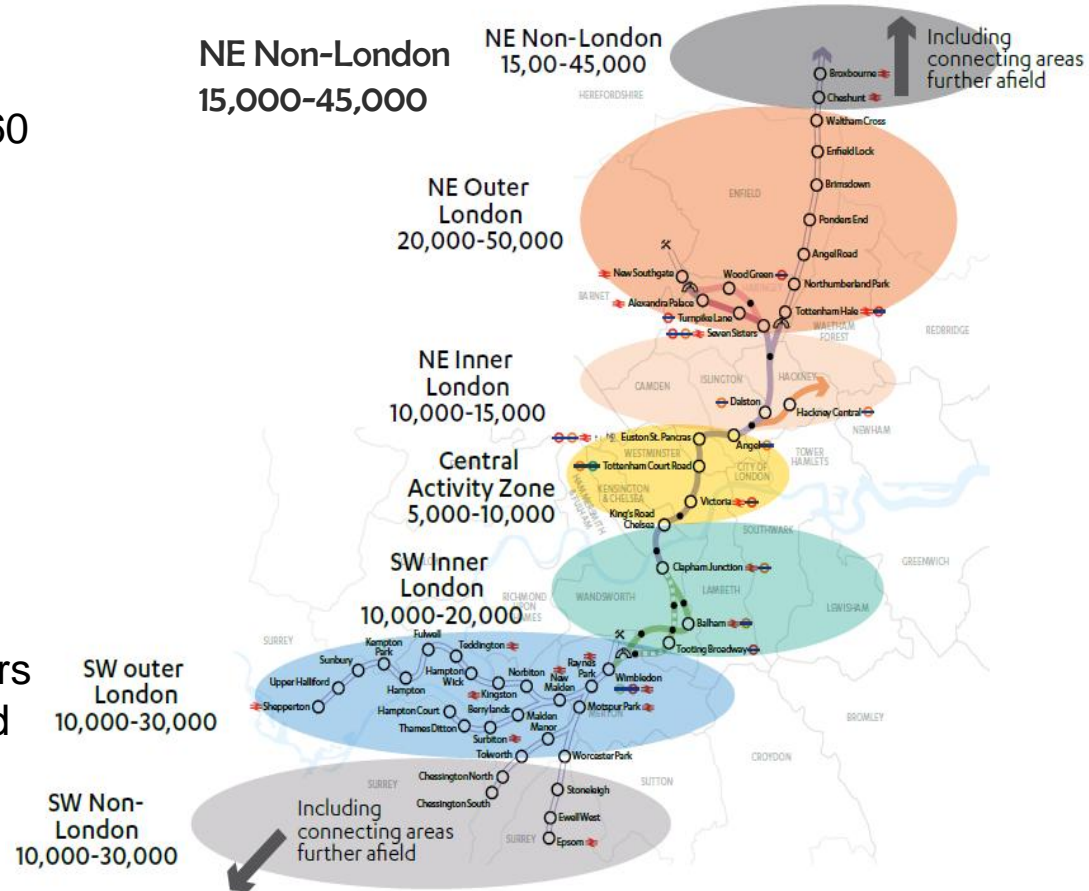
- Too few homes are being built across the South East and future growth is threatened by a housing shortage
- Part of the solution to building more homes is improving transport links to under-developed areas to make sites more attractive to developers



Housing development in Woolwich, unlocked by Crossrail

# New homes across the region

- Range represents *new homes* which could be unlocked by CR2. Current Practice and New CR2 Policy, up to 2060
- Without change in planning policies transport improvements alone could unlock 80,000 new homes
- A CR2 growth led strategy could deliver 200,000 new homes
- Potential for even higher growth numbers to be realised if more ambitious CR2 led planning policy is taken forward



# It will address the productivity challenge

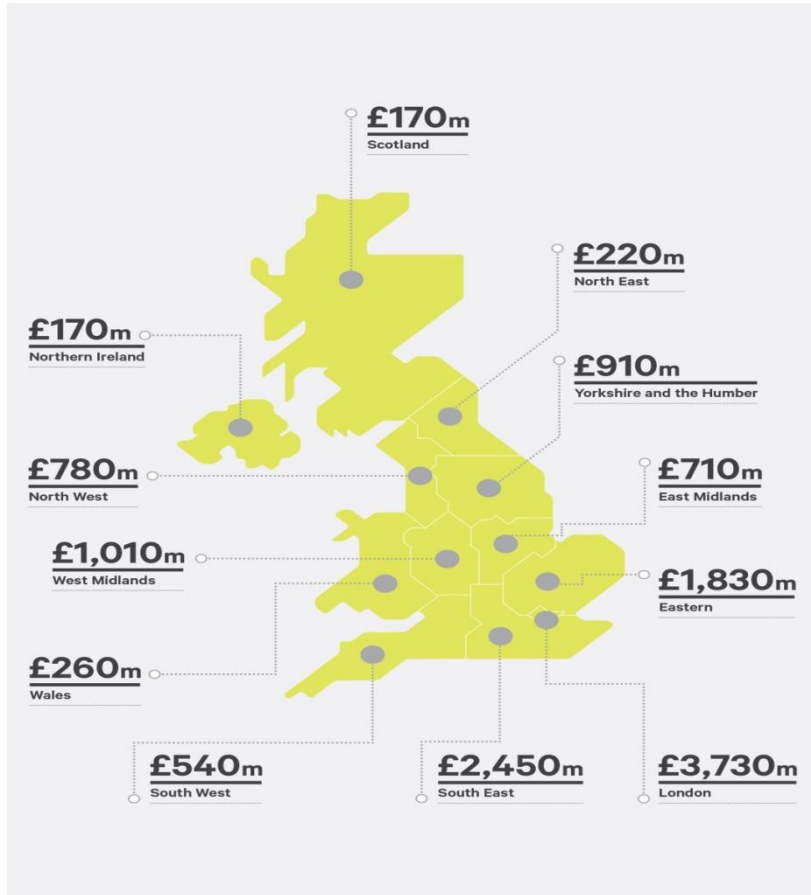
- In addition to enabling the development of up to **200,000 new homes**
- Supports up to **200,000 new jobs** in London and the wider South East
- Supports 60,000+ construction sector and supply chain jobs across the UK



- Analysis by KPMG shows that it could add up to **£102bn to the UK's GVA**, providing new tax revenues that would payback the Government's investment
- Could generate housing land value uplift (HVV) of £15bn



# It will deliver economic benefits across the country



- Crossrail 2's supply chain would stretch around the UK
- Support 60,000 jobs around the country
- SMEs could benefit from more than £5bn spend
- Would support hundreds of apprenticeships

# **National Infrastructure Commission findings**

*‘The Commission concludes that the Strategic Case for Crossrail 2 is well-founded’*

**Transport for a World City  
National Infrastructure Commission  
March 2016**



# National Infrastructure Commission: Recommendations

- Four steps to develop the scheme further:
  1. Identify proposals to phase costs and increase affordability
  2. Develop a strategy to unlock significant housing growth
  3. Deliver a funding plan in which London contributes its fair share to the project (incl. further consideration of devolution)
  4. Maximise private sector involvement in the development and funding of stations and their surrounding areas.

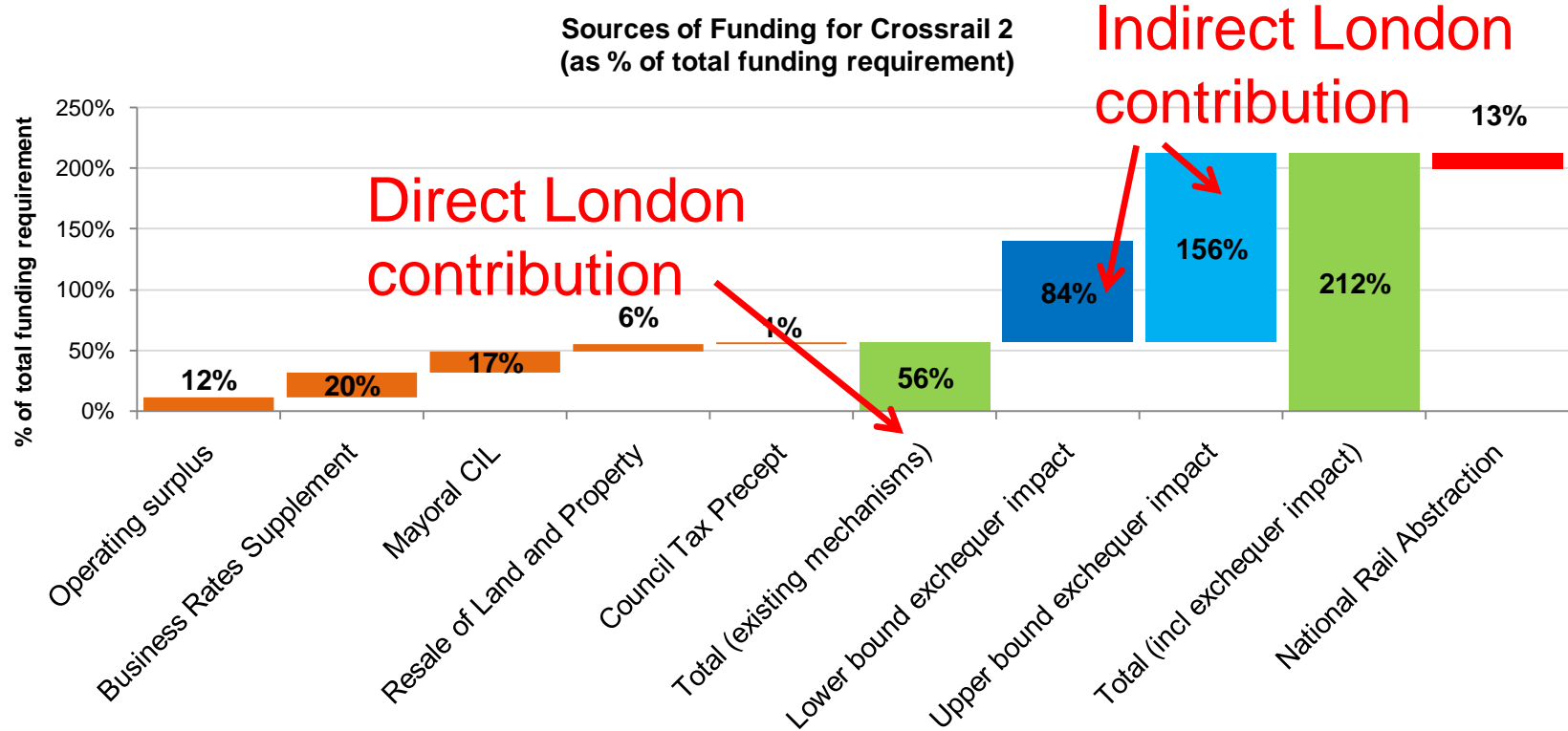
# National Infrastructure Commission: Recommendations

- Revised business case by March 2017
- To make progress for submitting a Hybrid Bill in Autumn 2019
- Budget March 2016
  - £80m from Government
  - £80m to be met by TfL
  - Clear support for scheme

# Crossrail 2 Growth Commission: Findings

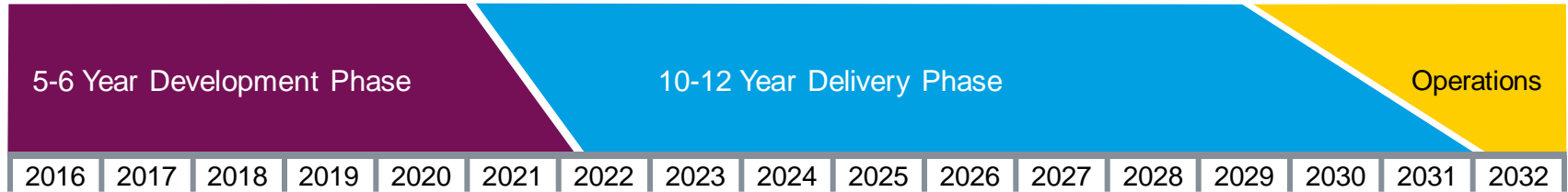
- Evidence gathering
  - Gathered evidence from across London and South East – written evidence and hearings
  - Most authorities are responsive to the growth challenge of Crossrail 2
  - Innovative in their thinking about policy options
  - Comprehensive report in June 2016
- Initial views
  - Crossrail 2 will unlock at least 200,000 homes and jobs in London and the South East.
  - Our assessment is robust and this number could be higher
  - Growth is unlocked not only around core route but beyond in connected transport corridors
  - Crossrail 2 provides an opportunity for local regeneration
  - Changes to land use policies and delivery mechanisms are necessary to grasp these opportunities

# Key issue is agreeing London's Deal for Crossrail 2, the scheme more than covers its costs



We will look at further direct contribution including private sector involvement and with delivery of growth

# A programme for delivery: challenging but achievable – provided there is a clear commitment and funding to develop the scheme



## Key milestones:

- Single Preferred option – Late summer 2016
- Public consultation – Autumn 2016
- Revised Strategic Outline Business Case – March 2017
- Agree a London Deal for Crossrail 2 – early 2019
- Submit powers application – 2019
- Start construction – early 2020's
- First Crossrail 2 service – early 2030's