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Crossrail 2 report calls for planning to begin now

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Planning for a second Crossrail line linking north east with south west London needs to start now, according to a report produced for business lobbying group London First.

The Crossrail 2 working group, chaired by former transport secretary Andrew Adonis, has compiled the report after considering work previously undertaken by Transport for London on a route for Crossrail 2 between Chelsea and Hackney. This involved examining demand and congestion forecasts post 2020 and the impact of new national projects, including High Speed 2.

It says that by the late 2020s, even after the completion of Crossrail, Thameslink and the current Tube upgrades, central, south west and north east London's rail and underground networks will be heavily congested, and there will be a critical need for new capacity. The group says this would best be provided by a second Crossrail line connecting these parts of London

Around 1.3 million more people and over 750,000 more jobs are expected in London over the next 20 years. Planning for the next generation of transport improvements post 2020 must therefore begin now, according to the group's report.

Andrew Adonis, chair of London First's Crossrail 2 study, said: "Forecasts show that demand for London's transport systems will continue to grow over the next 20 years - and High Speed 2 will add to the pressures. There is no doubt that a second Crossrail scheme would help, but infrastructure schemes have a lengthy planning cycle, which means we need to start planning for the next generation of improvements now. We must not repeat the mistake of Crossrail and spend 40 years planning and generating support for a scheme needed within 20 years."

The Crossrail 2 working group includes representatives from Argent, Arup, First Group, SKM Colin Buchanan and Thales. During its research it took evidence from senior rail figures including High Speed 2 Ltd chief executive Alison Munro.

Jo Valentine, chief executive of London First, added: "London's continued ability to attract talent and investment from around the world depends on sustained investment in our infrastructure. It took 15 years to persuade government to commit to Crossrail 1 and services will only begin running in 2018. Unless we plan ahead our transport systems won't be able to cope with demand."

London First will now look in more detail at Crossrail 2 options including route alignments and whether it should be a Tube style automatic metro system or a railway similar to Crossrail 1 which could run full-size trains extending outside the capital. Recommendations from the group will be published before the end of 2012.

Crossrail 2: London First working group says planning for scheme must begin immediately

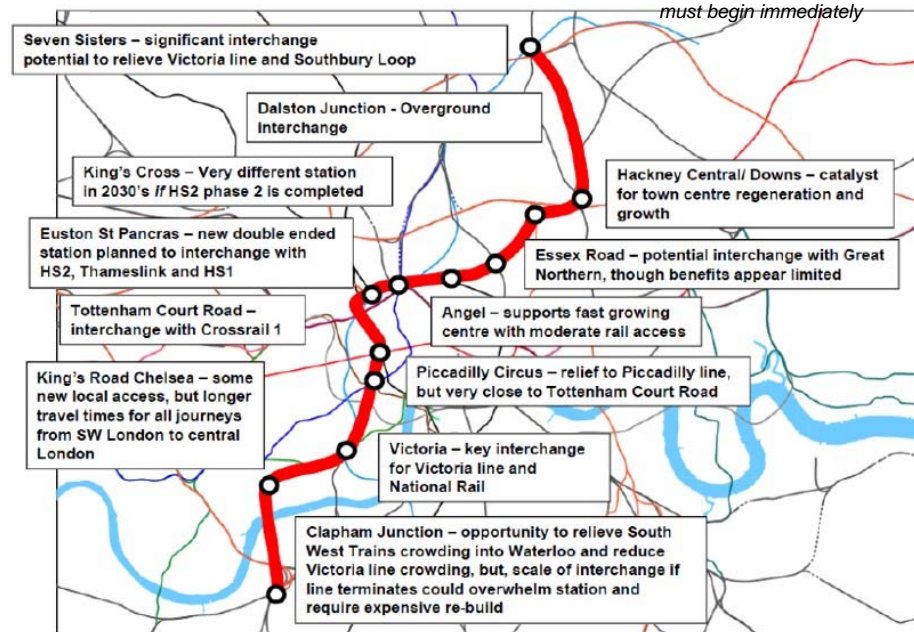


Figure B1: Crossrail 2 route Option A – automatic metro

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