



Boris Johnson backs Crossrail 2 to slash journey times between north and south London



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Matthew Beard

05 February 2013

The route of a north-south Crossrail 2 through central London, creating an extra 100,000 journeys during the morning peak, was unveiled today.

The proposed express service would run from Cheshunt and Alexandra Palace in the north to centres including Epsom, Shepperton, and Twickenham in the south-west.

Much of the route would be via a new tunnel that would be drilled between Wimbledon and Tottenham Hale and Alexandra Palace. The service could be running by the mid-2030s.

The proposal, in a report published today by business lobby group London First, was welcomed by Mayor Boris Johnson and is a significant step forward for a project that has been talked of for decades.

Supporters say it would complement the current Crossrail scheme, which will run east to west through London when it is completed in 2018; help ease overcrowding on transport, with the capital's population expected to hit 10 million in 2030; and absorb passengers arriving on the High-Speed 2 rail link from the north. Up to 24 per hour would operate along Crossrail 2's core route, slashing commuting times from six branch lines on the new network, with the trip from Kingston to Tottenham Court Road cut to 22 minutes.

The Mayor said: "The case for Crossrail 2 is incontestable and is made forcibly in this report. Over the next 20 years London's population is forecast to expand to levels that will clog the Tube and rail arteries of our great city if we do not provide more capacity. There is no time to lose and my team will work closely with London

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First and others on developing plans for this vital railway."

The report's author, former Labour transport secretary Lord Adonis, said some major changes had been incorporated into the revised route, learning the lessons from Crossrail 1. It has been extended to include suburban commuter routes, and linked to Euston station to disperse passengers arriving from HS2. Clapham Junction and Wimbledon have been included in the tunnelled section.

The estimated £12 billion cost of Crossrail 2 would be met using a similar formula to Crossrail 1, which is being bankrolled in roughly equal share by a public sector grant, a loan against future fare revenue, and private sector backing.

The proposal for the route is set to be reviewed early next year by the Department for Transport.

London First forecasts construction could start in the early 2020s with the service coming into operation a decade later. Lord Adonis said: "The Mayor's backing is a decisive moment. Today's report sets out a compelling plan with strong business support.

"Without Crossrail 2, by 2030, Euston and other Tube stations at mainline termini will be so congested they might have to be closed for parts of each weekday because of the danger to passengers. Waterloo, Victoria, Euston, King's Cross, St Pancras and Clapham Junction all gain massive congestion relief from Crossrail 2."

Beneficiaries would include passengers on routes from Wimbledon, Twickenham, Surbiton, Kingston, Islington, Hackney and Tottenham. The Lee Valley development zone would enjoy regeneration benefits. Crossrail 2 would provide extra capacity at Victoria, Euston, King's Cross and St Pancras, and relieve pressure on the Victoria, Piccadilly and Northern lines.

View from Alexandra Palace

Victoria Jackson, 29

Teacher from Alexandra Palace: "It'd be very convenient. Sometimes you do have to wait for 15 to 20 minutes here. I sometimes go on the Piccadilly line at Bounds Green because it is more reliable."

Dan Burnham, 46

e-commerce worker "It would be great for me as I work in Richmond. This is perfect. It is OK for public transport here, but it is patchy depending on where you want to get into. It can get very busy."

Eliot Wykes, 38

Advertising worker from Muswell Hill: "That's brilliant, it'd definitely help me out. The east-west link has always been weak. I'm heading into Marylebone, I've got family who live in Reading so it'd suit me down to the ground."

Inge Burger

Accounts director, commutes to Liverpool Street: "You don't know how it would affect the green spaces around here. If I went to visit people in south-west London it would make more of a difference."

View from Twickenham

Laura Green, 34

Television worker. Commutes to Waterloo or Osterley. "It will make it easier because the routes out of here are quite limited but some local people might be against the expansion of the station."

Tom Sutton, 39,

A marketing worker who commutes from Richmond to the West End: "We've got an old infrastructure that's creaking at the seams. If this makes it better at a time when the cost of travel is soaring then it'll be good."

Kate Moyne, 34

production development associate who commutes to Hammersmith: "It would be good for the area. We've got good links into Waterloo but it needs updating. I don't generally venture east from here."

Dan Holmes, 37

IT worker who commutes to Putney: "Crossrail 2 is a good idea but if you look at every other country they have double-decker trains. We're going to end up with platforms as long as London."

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 **dhanraj** 6 hours ago
Great project - 100% needed!
[Reply](#) +1

 **Shima Falahi** 16 hours ago
Claire, if you, thought Sheila's remark is neat... last wednesday I bought a great new Honda after having made \$7819 this-last/5 weeks an would you believe \$10 thousand this past month. it's really the easiest work I've had. I began this eight months/ago and practically straight away began to bring in over \$81 per/hr. I follow instructions here,, [buzz45.COM](#)
[Reply](#) +1


 **Anonymous** 2 days ago
I notice that Essex Road (which used to be Ben on this proposed line) or Highbury and Islington which with the new Overground added to the Victoria and Great Northern Lines is now a major interchange with links to most of inner London are not included in these plans!


While the original plan for Crossrail 2 to take over then Wimbledon Branch of the District Line has been replaced by a diversion via Tooting Broadway and Clapham Junction before regaining old route via Kings Road however planned Station at Slone Square has been dropped.

[Reply](#) +1

 **cattleclasstraveller** 2 days ago
One branch only goes as far as Ally Pally and the other misses out a vast swathe between Tottenham Hale and Cheshunt, completely bypassing busy Enfield.

Boris, you show a complete lack of joined-up thinking!
[Reply](#) [2 replies](#) +1

 **cattleclasstraveller** 2 days ago
And 5 different spurs at the southern end. That's going to run smoothly... NOT
[Reply](#) [1 reply](#) -1

 **Anonymous** 2 days ago
They run perfectly well today!
[Reply](#) +1

daitaic 2 days ago
It is all very well for Boris Bunter to prattle off words of support one of his acolytes has written for him knowing none of this will happen when he is Mayor. The incontestable facts of his transport policy is under his Mayoralty cycling became more dangerous, he has squandered resources on a £2M vanity bus nobody wants, he has not ordered a single Tube train or planned a single rail or tram extension, his Bike scheme has ended up costing taxpayers £35 M+ (no cost to taxpayers said Boris?). His fairground cable car was built at twice the cost of anything comparable with £50 M stolen from the Rail budget, had 5% loading last week and we are told will lose £6M a year. I doubt we will be so lucky.

Words are cheap, if only the same could be said for the Great Buffoon of London!
[Reply](#) [3 replies](#) +2

Anonymous 2 days ago
That's why London needed Ken for Mayor and needs Lord Adonis as Mayor from 2016!

Even more so paralympians who have lost most accessible Artic bus and have no planned program for step free tube access under Boris!
[Reply](#) +5

PWL2706 2 days ago
I want the New Bus For London...
I can't wait to see 600 on the streets of London, and another 1200 after that!

However, I also agree it was a mistake to dispense with the bendy buses that should have just been confined to long routes from places like Stoke Newington/Seven Sisters with minimal use in the centre.
[Reply](#) [1 reply](#) 0

Anonymous 2 days ago
Bendy buses belong in the centre as they carry largest

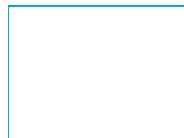
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number of passengers with fewest buses and their removal has only worsened congestion in Oxford Street!

As for NBFL not much use having an open platform in this freezing weather, in fact when route 38 first got Artic. Buses I realised that the real Artic buses. We're Routemasters with freezing cold open platforms something 2 car petrolheads Boris would know nothing about!

+1



Anonymous 2 days ago

Lets get CR1 out of the way first, and HS2 and Stansted as new Hub, before coming out with more ideas.

dhanraj

[2 replies](#)

0



john a 2 days ago

That would be short-sighted. It is important that tunnelling teams can move on from one scheme to another. Otherwise it costs millions to start from scratch each time.

And CR2 is vital if Euston to become an HS2 station, even though maybe a third of HS passengers would change at Old Oak Common in west London.

[1 reply](#)

+1



Anonymous 2 days ago

We have the TBMS for Crossrail 1 whose job will be finished by 2015 we now need to finalise this route and get on with legislation!

Construction of Crossrail 2 could even start in stages like a new Crossrail Station at Victoria which could allow diversion of some services out of mainline station releasing capacity for more long distance services.

While just like Thameslink station box was built as part of HS1 the new Crossrail Station and links could be built as part of Euston rebuild for HS2!

+1



Understated Genius 2 days ago

A valuable asset if the Davis report recommends Stansted for airport expansion.

Although there are still many areas of London with under utilised railways or links that can be improved. Why not link Euston to Waterloo via old Piccadilly spur. Extend the W&C at both ends.

[4 replies](#)

+2



john a 2 days ago

I think planners would resist building any more small-diameter tube lines, and widening any of those, or the Jubilee Line stub to Charing Cross, to full-size would be harder than starting again.

But live long enough, and you will probably see Crossrail 3 and 4.

[3 replies](#)

+1

Anonymous 2 days ago

The Jubilee Station at Charing Cross was planned to become part of DLR extension from Bank to Victoria but with HS2 at Euston the DLR extension may now go via Holborn to Euston maybe reusing Aldwych branch?!

+1

Understated Genius 2 days ago

Agree but Northern and Victoria tunnels were both enlarged from original smaller tubes. W&C linked to the Northern City (possibly routed via St Pauls instead of Bank to Moorgate) and even via Victoria and out west to relieve Picc/District and offer new routes via HSK or Albert Hall is an option. The Picc spur could be a shuttle/further relief for Euston (and could probably be privately funded).

Think this CR2 route may have problems as you will have to put the Cambridge services from Liv St on a brand new line if Stansted ends up being the hub, possibly to a new high speed route for the east.

In the shorter term, new rail franchises should include handing slow lines on south London sub routes over to TFL. I think you also probably need to prevent routes crossing to get more frequent services though.

0

JoshNeicho 2 days ago

Understated Genius/Anonymous/john_a - do get in touch at letters@standard.co.uk if you would like to comment further for tomorrow's Evening Standard. Josh Neicho, Evening Standard Letters

0



Anonymous 2 days ago

Why is this line proposed? Because Britain is bursting at the seams with the huge population for a small Island, by time they start construction we will have an even bigger population and this scheme will be outdated, better to cut the population / move jobs up north rather than borrow huge amounts of money in the hope it will solve the transport problem.

[3 replies](#)

-1



Understated Genius 2 days ago

The line is being proposed to remove a number of current and future capacity constraints at Waterloo, Euston and on the Vic. London probably has three quarters of the rapid rail capacity that it should.

[2 replies](#)

+2



john a 2 days ago

Crossrail lines are for outer-suburban commuters to bypass the big terminus stations.

There are also good cases for some main-line routes to tunnel from the edge of London to reach their main-line stations, because that frees up the surface tracks for local services. Modern tunnelling is not hugely expensive. It is underground stations that cost the billions, and main-line trains would not need any.

+1



Anonymous 2 days ago

I agree with John a and would like to see a mini South London Crossrail linking London Bridge to Waterloo then Clapham Junction linking together southern and south west trains with Crossrail style stations beneath these main line stations?

+1



Musonda Mumba 2 days ago

If one may say the cost of maintaining the lines has increased fares, then the UK is still unique because little no cost intensive maintenance has been made until recently and after privatisation yet before all maintenance and service was given with low fares and not debt or major strike's, accidents or delays. The case now with high fares at multiples many times inflation, paid by more people often in advance of journeys made.

-1



Musonda Mumba 2 days ago

Good news, but still misses Streatham and Streatham Common as part of the original Victoria line plan. -Including both in future extensions would really connect London. Of course rail and travel fares must drop or all of these will be white elephants or used by the desperate only. London is the largest capital in the world, but pays too much for what is a basic and essential service. To sustain to city and the economy dependant on it people must be free to travel with sacrifice of other necessities. Inflation can not be used as an excuse for above inflation rises. I will stop at just 2 further reasons the 1st increased fares cause inflation as people must earn more to pay and 2nd the governments own indexes quote far lower and slower inflation as steady around 10% in a decade (roughly, I have not viewed all) yet all prices are linked by the so called what the market will bare is crap. there are more users than ever, yet higher fares with no improvement. Ignoring that travel is not a consumer good in which you have purchasing choice. Travel is a must not a choice.

0

Ealing53 2 days ago

this is just too ambitious for this country. we need to think small like the small people we've become.

[1 reply](#)

-1

Anonymous 2 days ago

Only Ealing is small but that's because you don't have West London Tram!

But will soon have Crossrail!

+1

Anonymous 2 days ago

More evidence of the ever growing tendency to spend future monies. First we had the PFI which my grandchildren will be paying for and which seems to have resulted in the closing of A & E departments and indeed most probably hospitals in London, Preceded by, of course Osborn's earmarking of future tax money in his dubious accounting, now Crossrail up and down to compliment' the side-to-side Crossrail. What gives these people the right to tap into monies of those elected in the future? Don't see any manifesto for that. Can I spend my grand children's future wages then? There is really NO legal basis for this at all.

[5 replies](#)

-4

Anonymous 2 days ago

But it always works like that, otherwise you'd never get anything built. Public budgeting is different to personal budgeting.

+2



Ealing53 2 days ago

presumably you don't have a mortgage? that relies on you earning money in the future to pay off the loan doesn't it?

[1 reply](#) 0



Anonymous 2 days ago

That is correct. I do not have a mortgage. I rent. I cannot afford a mortgage (ie. debt) and so I choose not to take on any debt. However, big public infrastructure projects like this are always done as debt, throughout the world, partially offset against future takings from tickets, fees etc.

Britain would be in a better position if fewer people had taken on mortgages (ie. debt).

-1



Understated Genius 2 days ago

Your grandchildren may end up being grateful that these decisions were made when they were. Look where patch and mend or sitting on hands has got London in the past.

+2



Anonymous 2 days ago

It's our failure to plan and build ahead that has created the massive congestion that London suffers from on a daily basis!

We also have to build for the future simply look at the DLR which has had two upgrades due to penny pinching when built and indeed the Victoria Line which had plans for modern double ended stations cut back and was built on the cheap we have now spent a billion upgrading Kings Cross and nearly as much now upgrading Victoria Stations and no doubt Oxford Circus will need a similar amount!

Fortunately we now use a VFM. System whereby we demolish buildings, dig a big hole then insert station and raise funds by re building on top. A far better way than tunnelling narrow corridors that are full within a few decades!

+1



Anonymous 2 days ago

The problem of course is that many of the voices quoted above, and me, and anyone else supporting this, will not really benefit from it since it would not start until 2035 or so at the very best, more likely 2040-2050. Many of us will be dead by then.

[1 reply](#) 0



Anonymous 2 days ago

Bit like most of the Anti HS2 brigade!

+1

Anonymous 2 days ago

Any infrastructure investment can only be a good thing. Build it! It should have been built 20 or 30 years ago but Thatcher prevented any investment. Which is why comparable cities like Paris and New York have these sort of links and we don't.

Also good to see Kings Road finally included in a rail project.

[3 replies](#) +2

Anonymous 2 days ago

She prevented and destroyed so much in this country, the old lady. Let's privatise her funeral.

[2 replies](#) 0

john_a 2 days ago

You ought to add that Blair/Brown electrified virtually NO railways in the UK.

Despite botcher Osborne slashing infrastructure spending in general, he IS announcing miles and miles of electrified lines - from Southampton to Swansea to Sheffield.

0

Anonymous 2 days ago

John a these electrification schemes were announced by a certain Lord Adonis before general election!

+1

Trojan Horus 2 days ago

Is this the Islington to Wandsworth bypass perchance Darling?

-1

Anonymous 2 days ago

Perhaps consideration should be given to combining Euston with the

transport interchange at Kings Cross St Pancras.

[Reply](#) [3 replies](#) 0



Anonymous 2 days ago

Totally. I've never understood why you have 2 separate stations like that a 3 minute walk apart. Another Victorian remnant. Time to rethink.

[Reply](#) 0



Ged 2 days ago

That has already been announced

[Reply](#) +1



Anonymous 2 days ago

Just like Crossrail 1 where you have a joint Liverpool Street - Moorgate Station so Euston -Kings Cross/ St Pancras will have a single station with entrance at both ends of the platform.

As. For the interchange with Crossrail 1 at TCR hopefully Crossrail 2 will come up a full upgrade to Oxford Circus which could then be linked into both Crossrail lines at nearby Hanover Square. Upgrade of Oxford Circus could include a new booking hall on BHS site with lifts and escalators providing full accessibility to all lines.

As usual we have DFT talking about taking a year to digest these plans! Then no doubt we will be told to wait for General Election result! And then the Mayoral election!

Well lets cut to the chase Tory boy Boris agrees to this along with Labours Lord Adonis so given London now has TBMs tunnelling Crossrail 1 let's agree the route pass the legislation and re use TBMs to built Crossrail 2 thus saving hundreds of millions in buying new ones !

Lets also include provision of Crossrail 2 into rebuilt Euston Station just like Thameslink was included in St Pancras upgrade for HS1!

I reckon Lord Adonis could prove a worthy successor to Ken Livingstone as Mayor of London!

[Reply](#) +1



Anonymous 2 days ago

Good work, offering more connections with existing lines than previous proposals. But more refinements and details are needed.

5 termini in the southwest and only 2 in the northeast?

The railway between Tottenham Hale and Cheshunt is already full.

What's the capacity of the railway between Wimbledon and Surbiton?

[Reply](#) [1 reply](#) 0

anders9x 2 days ago

The Northeast legs would be high frequency, with teh route through Cheshunt likely to be extended to Stansted Airport The railway from the tunnel portal south of Tottenham hale to Cheshunt will be expanded from 2 to 4 tracks, whilst I've read the railway from the tunnel portal at Raynes Park to south of Surbiton will be expanded from 4 to 5 tracks.

[Reply](#) +1

amyalta 2 days ago

Why nothing for Cheam / Sutton? Whole areas are missed out as though they do not exist.

[Reply](#) [1 reply](#) +1

Anonymous 2 days ago

You already have Thameslink and could have had Tramlink by now but voted for Boris who wasted money on vanity buses!

[Reply](#) +1

Anonymous 2 days ago

This absolutely needs doing. Please lets start planning now for the future of our economy.

[Reply](#) +2

john_a 2 days ago

It is presumably intended to continue the line north from Alexandra Palace, yet they do not say, or even give any options.

The Enfield Chase line seems most likely.

Why cannot journalists question press releases in more detail, using expert advisors on whatever the subject happens to be, before moving on to their next Standard article, about a three-legged dog in Peckham, or whatever?

[Reply](#) [1 reply](#) +1

Anonymous 2 days ago

Not necessarily Alexandra Palace was once part of the Northern

Heights line that fell victim to Dr Beeching and given that Crossrail 2 is more like a main line tube extension further out may not Ben planned.

[Reply](#) +1

 **Mutlev10G** 2 days ago

Kings Road Chelsea?! Ha ha ha ha!!! Like that's ever going to happen.

[Reply](#) [2 replies](#) 0

 **Anonymous** 2 days ago

Why not? I live nearby and support it.

[Reply](#) +1

 **Anonymous** 2 days ago

Kings Road has been on the route of the Chelsea to Hackney ever since it was first suggested The clue is in the lines name!

[Reply](#) +1

 **dougfuters** 2 days ago

it's good to see some forward planning. Paris has had this for decades, as have Berlin, Frankfurt & Munich to a lesser extent

[Reply](#) [1 reply](#) +3

 **Anonymous** 2 days ago

They have benefitted in not having government that uses cuts in transport spending as an easy option when times got hard! Something that thanks to Privatisation Cameron and Osborne don't have any more!

[Reply](#) +1

 **Lord Zarg** 2 days ago

Motspur Park? Really? Raynes Park I can understand but Motspur Park? Still, they might knock down the Earl Beatty which can only be a good thing.

[Reply](#) [1 reply](#) 0

 **Anonymous** 2 days ago

Motspur Park is only shown as an intermediary station to show the route. I don't think they are planning on upgrading the place. Although Tesco Metro may be interested in the Earl Beatty at some future stage.

[Reply](#) +1

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