

► Crossrail 2 Growth Commission

► London Councils' response

London Councils represents all 32 London boroughs and the City of London.

The strategic role of Crossrail 2

Do you agree with the analysis of national/ regional economic trends which is integral to Crossrail 2's business case?

We support the regional route option chosen by TfL for Crossrail 2 as it brings economic benefits to a larger London area and in the wider southeast. We cannot comment on the strength of the economic trends presented by TfL as we have not undertaken our own economic modelling and have not seen the business case.

Do you support a key objective of Crossrail 2, which is to 'accommodate housing growth and regeneration across London and surrounding regions'?

Crossrail 2 brings important rail capacity benefits on its own but we support the scheme as well for the regeneration opportunities it brings and for unlocking some significant sites along the routes, for example the Upper Lea Valley Opportunity Area. It is well established that London needs more homes. Recent polling by London Councils showed that investment in homes was a top priority for 72 per cent of Londoners. We are therefore supportive of the intention to build up to 200,000 homes along the route. We encourage TfL and the Growth Commission to continue its work with boroughs and other local authorities along the route to ensure that Crossrail 2 can bring forward sooner genuine regeneration to communities along the line that takes into account borough knowledge and ambition for these areas.

What are your thoughts on the displacement or relocation of certain types of land use, or co-location of employment and housing, to optimise the delivery of new homes around key public transport nodes?

We note that TfL is exploring how to maximise housing potential around stations. As a strategic goal, we support the co-location of employment and housing land as local employment opportunities are important, as well as good transport connections to get to work elsewhere. We support maximising the potential of each station to make sure Crossrail 2 is a railway that delivers real benefits to resident communities as well as employers and workplaces. We acknowledge that in some situations it may be desirable for TfL to consider relocating industry away from stations to allow more housing to be built closer to stations.

In practice, the relocation of certain types of land use in specific locations will cause local concern for residents, workers and employers. TfL must work with boroughs over any proposals to do this and ensure its communications are transparent and do not cause uncertainty. We would suggest a level of compensation is likely to be appropriate and assistance with relocation costs. It is also important to note that it is legitimate for employers and industry to want to locate close to a railway and stations, and it may be an important transport link for their staff to get to work; for them to transport their goods; and for their staff to get to clients and vice-versa.

The local opportunities offered by Crossrail 2

What do you perceive to be the benefits of Crossrail 2 in your local area?

What are the key sites in the local area for which Crossrail 2 could trigger a transformation in land use or the density of development?

To what extent is additional supporting infrastructure required to capitalise on the growth that Crossrail 2 could unlock?

Successful delivery and potential barriers

To what extent are you ready for significant housing and employment growth?

What developments are already coming forward in the absence of Crossrail 2, and how compatible are these with local and regional plan designations and guidance?

What is the local employment market like, including its strengths and weaknesses?

What are the most significant barriers to achieving any additional development opportunities that might come forward as a result of Crossrail 2?

We are aware of a number of local issues along the routes, which we encourage the Growth Commission and TfL to work through with the individual borough(s) involved. In addition, we continue to encourage TfL to work with local communities and boroughs along the route to identify the opportunities for development, housing and regeneration; and reassure residents about the changing nature of the community. We know that residents are often concerned about the pressure on existing infrastructure when new homes are built, and we remind TfL that Crossrail 2 cannot solely be about rail and housing infrastructure – the people living in these homes need schools, health facilities, the ability to recycle their waste, protection from flooding, adequate energy supply and sewerage, space for recreation and access to a wider public transport network to encourage people to walk and cycle rather than use a car. It is important that TfL works with boroughs when identifying housing sites to ensure that the supporting infrastructure around the new homes is in place.

We would anticipate that supporting infrastructure around development sites could be a barrier to the housing and commercial development around stations that TfL hopes to see around Crossrail 2 sites. We also consider the proposed funding package of increased contributions by developers could be a potential barrier. Whilst London Councils supports contributions through CIL, clearly it is important that CIL rates are not set at a level that deters development or affects viability assessments of affordable housing.

These questions also demonstrate the importance of the local knowledge and understanding that boroughs have of their local communities; and this engagement approach with boroughs must continue during the lifetime of the Crossrail 2 project to ensure it maximises its potential.