



LEE VALLEY REGIONAL PARK AUTHORITY
EXECUTIVE COMMITTEE
17 DECEMBER 2015 AT 11:30

Agenda Item No:

8

Report No:

E/429/15

CONSULTATION ON CROSS RAIL 2

Presented by the Head of Planning and Strategic Partnerships

EXECUTIVE SUMMARY

Network Rail are consulting on the proposed route of Cross Rail 2 which will extend from Epsom to Broxbourne. The Authority was last consulted on options for this project in 2013 when it expressed support for the 'Regional' option caveated by concerns over the likely impacts on access and the environment of the Regional Park. This further round of consultation provides more information on the preferred option. It is considered that the development of the project presents opportunities and potential threats to the integrity of the Regional Park and the Authority's draft comments on this consultation are included in Appendix A to this report.

RECOMMENDATION

Members Approve: (1) the draft comments included in the letter at Appendix A to this report.

BACKGROUND

- 1 The Greater London Plan (1944) identified the possibility of a tunnelled rail service connecting all mainline rail stations. In 2005 Parliament agreed the development of a Cross Rail project designed to connect west and east London; this is now under construction with an anticipated completion date of 2018. Since 1991 an additional route, the Chelsea – Hackney line has been safeguarded by the Secretary of State. In 2009 the Department for Transport asked the Mayor of London (Transport for London (TfL)) to review the route, identifying options.
- 2 A key driver for the review was the continued growth of London's population which reached 8.2m in 2011 and is expected to grow by between 9.7-10m by 2031. It is understood that presently there are several London Boroughs which have already achieved their 2031 target figures. This is leading to chronic overcrowding on rail services which will be relieved as new planned investment in underground and rail services such as Cross Rail 1 is delivered. It is estimated that by 2031 significant overcrowding is likely to re-occur unless new investment is secured. Cross Rail 2 is designed to ensure sufficient capacity on the network after this date.

- 3 In 2013, following consultation on route options the Authority agreed to support the Regional option involving new investment on a line from Epsom to Broxbourne. This position mirrored the outcome of the wider consultation which was identified as having significant benefits including providing relief on the Underground, providing additional capacity for over ground services into Waterloo from the south west and facilitating the onward dispersal of onward journey travellers using HS2 from Euston. The preferred scheme would also have major regeneration benefits including over 400,000 more people to be within 45mins journey time of central London.
- 4 Cross Rail 2 is one of several planned capital projects for the rail network which could affect the Lee Valley and in the autumn statement was earmarked with several other rail projects for part of £300m funding. Other projects include the Stratford-Tottenham-Angel Road (STAR) line programmed for completion in 2019, which involves the re-opening of Lea Bridge Road station in 2016 and the four tracking of the line from Copper Mill junction to Broxbourne, which is programmed for delivery in 2024 and which is integral to and a prerequisite of Cross Rail 2 being pursued. In December 2014 safeguarding lines for the tunnelling sections up to Tottenham Hale were issued; these were confirmed earlier this year. Safeguarding lines from Tottenham Hale to Broxbourne will be issued in 2017.
- 5 The Park Development Frameworks (PDF) includes Objective 1.2 'A Park that is easy to access and experience' and encourages access by public transport. Set against this are a series of policies and proposals which seek to strengthen the ecological values of the Regional Park and its attractiveness to visitors. North of the M25 motorway the West Anglia Line corridor through which Cross Rail 2 will be developed forms the western boundary of the Regional Park and it is in this area that impacts are considered to be greater than other areas.

OVERVIEW OF PROPOSALS

- 6 The consultation identifies four strategic aims for Cross Rail 2:
 - supporting the UK economy through increased employment density and job creation;
 - meeting housing and planning needs through accommodating economic growth linked to sites such as Meridian Water and relieving congestion;
 - improving the quality of life and environment through improving the resilience of the transport network to climate change and ensuring rail services are better integrated;
 - developing a safe and feasible solution which offers value for money.
- 7 Although the preferred regional route extending from Epsom to Broxbourne has largely been determined by the pattern of existing stations there are optional routes for several 'spur routes' including one extending eastwards from Hackney Wick. No work is currently underway on assessing this but it could potentially link to Hackney Wick and improve accessibility to the north of the Queen Elizabeth Olympic Park and the Lee Valley VeloPark and Lee Valley Hockey and Tennis Centre.
- 8 To accommodate the increase in services for the route north of Tottenham Hale to Broxbourne it is likely that station platforms will have to be extended. It is understood that these works could be accommodated within Network Rail's

operational land. For the rest of the line north from Tottenham Hale it is understood that the four tracks are likely to be accommodated within operational land although at crossings some additional land may be required. It is also proposed that additional level crossings and alternative access could be provided for vehicles and pedestrians by a bridge or underpass or through diversions.

- 9 If the proposals are delivered, from 2030 there will be an increase in the frequency of services from 2 to 10-12 services/hour. Journey times would reduce, and for example, that for Enfield Town to Stansted would reduce from 1 hour to 30mins. Changes in accessibility of this nature would significantly improve the 'catchment' of the Regional Park for its regionally based customers.
- 10 It is proposed that two main depot sites will be located on land just north of Wimbledon station and at New Southgate although the consultation refers to the need to identify additional above ground stabling sites.
- 11 The consultation documents recognise that the Lee Valley is an area which includes a number of sites which have national and international importance for their ecology and biodiversity. A clear and sound understanding of the ecological values associated with the Regional Park is critical given the scale of the proposed works which will involve temporary construction compounds, construction traffic and associated noise and disturbance during a 10 year programme which will commence in 2020. The construction programme is prolonged due to both the extent of tunnelling and that the initial phase of construction will be the tunnelling programme to enable the removal of arisings from sites by train.
- 12 As the proposals are developed the Authority will be invited to participate in the development of base line information to inform an Environmental Impact Assessment (EIA).

OPPORTUNITIES AND THREATS FOR THE REGIONAL PARK PRESENTED BY THE SCHEME

- 13 The development of this project provides significant opportunities for the Regional Park but poses some threats too. Whilst some of the opportunities are intrinsic to the extension of the rail network which will improve accessibility for visitors from a regional catchment, others are linked to the potential scale of investment in an area of high landscape and ecological values.
- 14 In line with the Authority's strategic business plan the Authority is seeking to improve opportunities for the development of its estate. The Authority has during the last six years sought to improve the visitor offer of Picketts Lock through its marketing for commercial development opportunities. Proximity to a new station serving the site would greatly increase its appeal for new investment through an extended catchment. With the moving of the Angel Road station to a location just south of the A406, North Circular Road, required to serve Meridian Water, an opportunity now presents itself for a new station to be considered in the Picketts Lock area.
- 15 The draft proposals include closure of existing crossings. Some of these lying south of the M25, i.e. Northumberland Park, will have an indirect impact on how visitors access the Regional Park. North of the M25 there are 5 vehicular and pedestrian crossings and 3 dedicated pedestrian crossings. Since 2011 Network

Rail has been working with the Authority on the rationalisation of surface level crossings linked to the planning for the four tracking scheme which has resulted in their replacement by pedestrian bridges at Cadmore Lane and Mansers Crossing. It is likely that further closure and or replacement of existing crossings will be planned as part of this project. Officers are reviewing the optimal arrangements to maintain vehicular access to manage the Authority's estate. Further, any alteration of these routes into the Regional Park need to address how improvements can be made to ensure enhanced public access. To some extent this should be complimentary to proposals to redevelop and improve stations.

- 16 The consultation by Network Rail does not identify the extent of land take (if any) which may be required beyond its operational land to enable the development of the Cross Rail 2 route. However it is understood that some additional land may be required around the level crossings. It is unlikely that this will become clear until the publication of the draft 'safeguarding' lines in 2017. Until this time the Authority will be placed at a disadvantage in considering the physical impact on the Regional Park.
- 17 The scale of the proposals mean that they will have considerable environmental impact on the Regional Park both during their construction and then from 2031 their operation. This is particularly important given that the crossing points are located very close to protected sites. Given its strategic role the Authority should lead on the co-ordination of a response to these matters through the development of baseline information for the EIA. Opportunities exist for securing new capital investment in the Regional Park depending on the scale of impacts to offset or mitigate these changes if they are likely to be realised.

NEXT STEPS

- 18 The consultation will end in early February and the pace of work going forward will be determined by the extent of Government funding identified in the Budget in March 2016. The existing programme is predicated on the draft scheme being in place before the lodging of a Parliamentary Bill in 2018 which leaves just under two years before Royal Assent in 2020 after which works will commence until their completion in 2030.

ENVIRONMENTAL IMPLICATIONS

- 19 The delivery of Cross Rail 2 could have significant environmental impacts on the Regional Park. Officers from the Authority will be involved in the development of a baseline study to support the EIA which will be developed to understand the impacts both during construction and the operation of the new lines.

FINANCIAL IMPLICATIONS

- 20 The proposals are likely to impact on the Authority's estate and the amenities of the Regional Park both during construction and when fully operational. The Authority may seek financial compensation as a package of measures to mitigate impact.

HUMAN RESOURCE IMPLICATIONS

- 21 There are no human resource implications arising directly from the recommendations in this report.

LEGAL IMPLICATIONS

- 22 There are no legal implications arising directly from the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

- 23 The development of a project of this scale does pose significant risks for the Authority in being able to adequately protect the environment of the Regional Park.

EQUALITY IMPLICATIONS

- 24 There are no equality implications arising directly from the recommendations in this report.

Author: Stephen Wilkinson, 01992 709 828, swilkinson@leevalleypark.org.uk

BACKGROUND REPORTS

Papers from the Network Rail/TfL consultation November 2015

PREVIOUS COMMITTEE REPORTS

Upper and Lower Lee Valley Regen & Planning Committees Planning Consultation June 2013

APPENDICES ATTACHED

Appendix A Draft letter
Appendix B Route Plan

LIST OF ABBREVIATIONS

PDF Park Development Framework
TfL Transport for London
EIA Equality Impact Assessment

This page is blank

17th December 2015

Mr C Curtis
Head of Cross Rail 2
Network Rail
Cotton centre
Hays Lane
LONDON
SE1 2QG

Dear Chris

Consultation on Options for Cross Rail 2

I refer to your consultation and our meeting of the 27th November re the above.

Background to the Authority and the Regional Park

The Lee Valley Regional Park (LVRP) was created by the Lee Valley Regional Park Act 1966. The Regional Park Authority comprises 4,000ha of which 1,600ha are owned and managed by the Lee Valley Regional Park Authority. The Authority is part-funded from a levy on contributing authorities in London, Hertfordshire and Essex with the remainder funded through income generating activities.

Section 12 of the Lee Valley Regional Park Act 1966 (the 'Park Act') defines the duty of the Authority to develop, improve, preserve and manage the Regional Park as a place for leisure, recreation, sport, entertainment and nature conservation. The intention of the Park Act is to create a place which is set apart from the surrounding development dedicated for recreation, nature conservation and leisure. The Authority has since inception worked to create the Regional Park within its statutory boundaries. The Regional Park currently attracts 6m visitors per annum.

In 2010 the Authority adopted its vision to make the Regional Park a 'World Class Visitor Destination'. This reflects the unique composition of the Regional Park which includes Olympic Legacy facilities at the Lee Valley VeloPark and Lee Valley Hockey and Tennis Centre in the Queen Elizabeth Olympic Park and the Lee Valley White Water Centre, Broxbourne, and eleven other venues, eight Sites of Special Scientific Interest with large areas designated as a RAMSAR and Special Protection Area.

Detailed comments

The development of this project provides a series of significant opportunities for the Regional Park but poses some threats to its integrity. Whilst some of the opportunities are intrinsic to the extension of the rail network which will improve accessibility for visitors from a Regional catchment others are linked to the potential scale of investment.

In line with the Authority's strategic business plan the Authority is seeking to improve opportunities for the development of its estate. The Authority has during the last six years sought to improve the visitor offer of Picketts Lock through its marketing for commercial development opportunities. Proximity to a new station serving the site would greatly increase its appeal for new investment through an extended catchment. With the moving of the Angel Road station to a location just south of the A406, North Circular Road, a good opportunity now presents itself for a new station to be considered in the Picketts Lock area. Further the Authority is interested in the possible link eastwards to Hackney and would support further studies to secure a link which could serve the northern section of the Queen Elizabeth Olympic Park.

The draft proposals include closure of existing crossings. Some of these lying south of the M25, i.e. Northumberland Park, will have an indirect impact on how visitors access the Regional Park. North of the M25 there are 5 vehicular and pedestrian crossings and 3 dedicated pedestrian crossings. Since 2011 Network Rail has been working with the Authority on the rationalisation of surface level crossings linked to the planning for the four tracking scheme which has resulted in the replacement of crossings by pedestrian bridges at Cadmore Lane and Mansers Crossing. It is considered that further closure and or replacement of existing crossings are planned as part of this project. Officers are currently reviewing the optimal arrangements to maintain vehicular access to manage the Authority's estate. Further any alteration of these routes into the Regional Park need to address how improvements can be made to ensure enhanced public access. To some extent this should be complimentary to proposals to redevelop and improve stations.

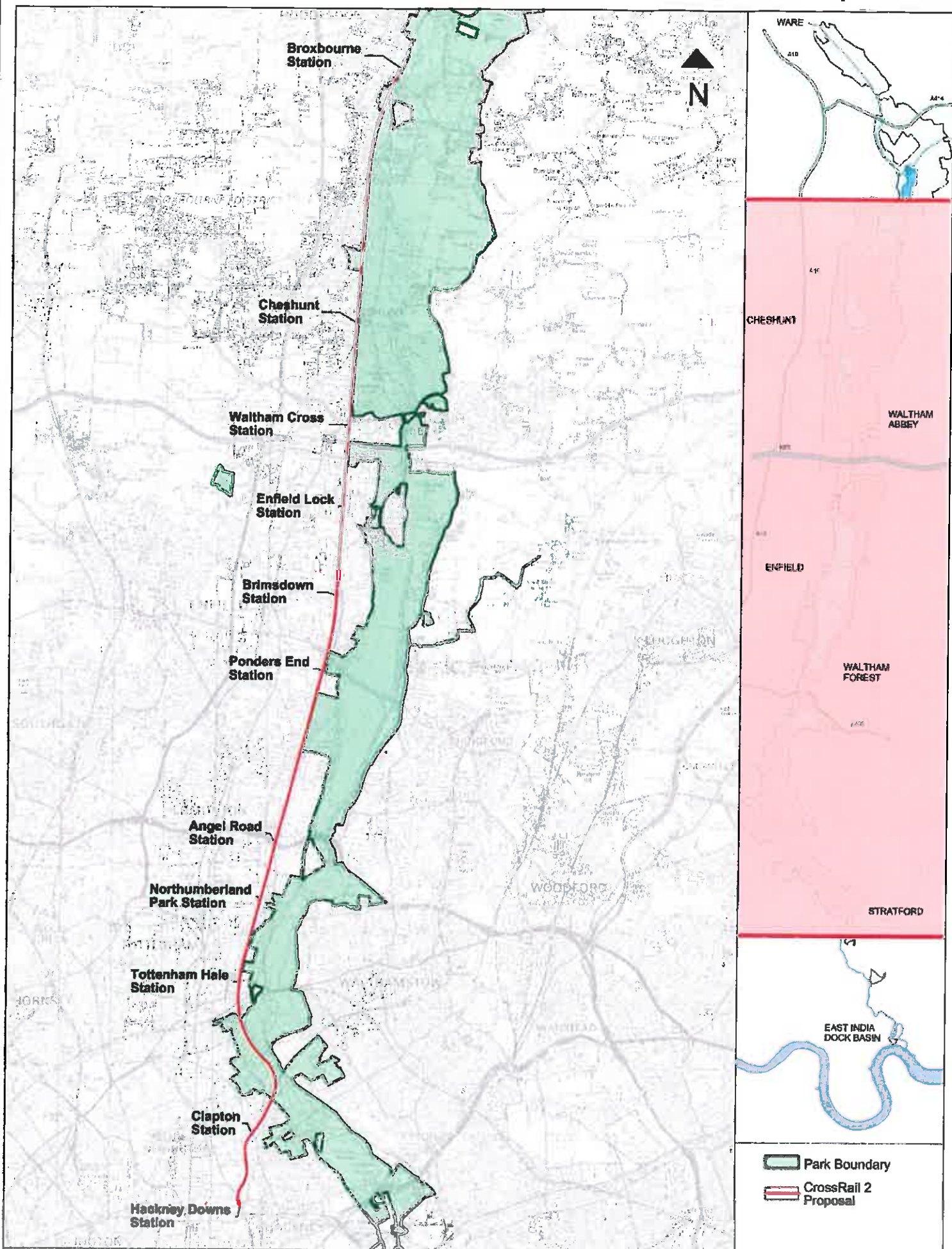
The consultation does not clearly identify the extent of land take which may be required beyond your operational land and it is understood that some additional land may be required around the level crossings. It is unlikely that this will become clear until the publication of the draft 'safeguarding' lines in 2017. Until this time the Authority will be placed at a disadvantage in being able to assess the likely physical impact on the Regional Park and it reserves the right to comment further once this information is publicly available.

The scale of the proposals mean that they will have considerable environmental impact on the Regional Park both during their construction and then from 2031 by their operation. This is a product of the location of the lines being located very close to protected sites. We consider that depending on the likely scale of impacts opportunities could exist for securing new capital investment in the Regional Park to offset or mitigate these changes if they are likely to be realised.

We welcome a further opportunity to meet before March when a further announcement is likely to be made in the budget on the funding package.

Yours sincerely

Stephen Wilkinson
Head of Planning & Strategic Partnerships



Consultation of CrossRail 2 Proposals

This page is blank