







## Crossrail 2 Consultation Analysis

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- A Crossrail 2 Consultation Questionnaire and Route Map**
- B Drop in Events**
- C Factsheets**
- D Code Frames**
- E Stakeholder Summaries**
- F Petitions and Campaigns**

## Executive Summary

### Background

From 27 October 2015 to 8 January 2016, Transport for London (TfL) and Network Rail (NR) undertook a non-statutory consultation (the Autumn 2015 Consultation) on the proposals for Crossrail 2, a proposed new railway line serving London and the South East, linking Surrey to Hertfordshire via central London destinations.

Steer Davies Gleave was appointed to carry out independent analysis and report on the responses to this Crossrail 2 Consultation. The purpose of this report is to collate and analyse the responses made to this consultation. A separate report responding to the issues raised will be published in summer 2016.

To date, two consultations have been undertaken to inform proposals for Crossrail 2. The first, in summer 2013, on the principle of the scheme and the second was in 2014 on specific route options relating to Hackney, Kensington and Chelsea, and an extension to New Southgate. The Department for Transport (DfT) also carried out a safeguarding consultation from November 2014 to January 2015. Safeguarding is a formal process undertaken by the Department for Transport to protect land required for major new infrastructure projects.

Feedback from these consultations, together with further scheme design, and discussions with local authorities and other key stakeholders has informed the proposals presented for the Autumn 2015 Consultation.

Full details of these consultations can be viewed at [www.crossrail2.co.uk](http://www.crossrail2.co.uk).

### Autumn 2015 Consultation

The Autumn 2015 Consultation presented new information relating to the preferred location of station entrances and exits, tunnel portals, shafts, depots, and construction worksites for the tunnelled section of the scheme, as well as proposed service patterns.

Information about the proposals was made available online, along with a consultation questionnaire which included open questions (i.e. free text responses) to encourage qualitative feedback.

People were invited to give their views either by filling in the questionnaire online or via post or email.

The questionnaire and factsheets were available on request in alternative formats such as large print, audio or languages other than English. Paper copies of the questionnaire and the factsheets were also available upon request.

Leaflets were distributed to over 200,000 properties along the proposed route and promoted through the local media, posters, letters/emails to ward members, Members of Parliament, Assembly Members, Disability and Access groups, resident groups and to the owners/occupiers of potentially affected properties along the proposed route.

A total of 72 drop-in events were held along the proposed route. People were able to view the proposals, collect factsheets and talk to members of staff about the current proposals.

## Consultation findings

There were 20,916 respondents to the consultation with the majority (94%) from individuals and 6% from stakeholders. Respondents answered, on average, four questions each, and each individual response was read and analysed. The majority of individuals who responded were from London, with the highest response levels from the London boroughs along the proposed Crossrail 2 route.

## Consultation comments

The consultation consisted of 40 questions about the proposals which people could respond to. Code frames were developed to categorise these responses and codes were grouped into themes. The code frames enabled the number of comments regarding particular issues to be quantified.

The top five most popular questions answered by respondents are summarised below.

### *King's Road Chelsea*

Question 20 asked for comments on the proposals for a station at King's Road Chelsea. 9,822 respondents answered this question. In total, 14,716 comments were made across the following themes:

- Supportive – 1,601 comments.
- Issues and concerns – 12,637 comments.
- Neutral/Unknown – 478 comments.

### *Balham*

Question 23 asked for comments on the proposals for a station at Balham. 4,024 respondents answered this question. In total, 10,533 comments were made across the following themes:

- Supportive – 915 comments.
- Issues and concerns – 8,716 comments.
- Neutral/Unknown – 902 comments.

### *Wandsworth Common*

Question 24 asked for comments on the proposals for a shaft at the eastern edge of Wandsworth Common. 2,572 respondents answered this question. In total, 6,564 comments were made across the following themes:

- Supportive – 286 comments.
- Issues and concerns – 5,956 comments.
- Neutral/Unknown – 322 comments.

### *Wimbledon*

Question 27 asked for comments on the proposals for a station at Wimbledon. 2,369 respondents answered this question. In total, 6,109 comments were made across the following themes:

- Supportive – 957 comments.
- Issues and concerns – 4,392 comments.
- Neutral/Unknown – 760 comments.

### *Alexandra Palace*

Question 6 asked for comments on the proposals for a station at Alexandra Palace. 1,153 respondents answered this question. In total, 2,074 comments were made across the following themes:

- Supportive – 1,658 comments.
- Issues and concerns – 369 comments.
- Neutral/Unknown – 47 comments.

# 1 Introduction

## Overview of Crossrail 2 scheme

### Background to the scheme

- 1.1 The 1989 Central London Rail Study originally proposed Crossrail 2 then known as the Chelsea Hackney Line, or CHL, as a scheme to relieve crowding on the Victoria, Piccadilly, Northern, Central and District lines of the Underground.
- 1.2 The CHL was originally identified to solve three principal issues:
  - i. relieve crowding to the Victoria Line and other tube lines, in particular the link across central London between Victoria and King's Cross;
  - ii. improve rail access to Hackney, which has traditionally had poor links to central London by tube; and,
  - iii. improve rail access to Chelsea, which is not well served by the existing tube network.
- 1.3 A route was initially safeguarded in 1991 (subsequently refreshed in 2008) and forms the base alignment for a Crossrail 2 route across London. In 2009 the Department for Transport (DfT) asked the then Mayor of London to review the Crossrail 2 scheme, allowing a five year timeframe for this review. Transport for London (TfL) Planning is leading the review through a partnership across TfL and Network Rail.
- 1.4 An assessment of an original long-list of options in 2011 allowed a decision to be reached on pursuing three shortlisted options. These were the original safeguarded alignment from Epping to Wimbledon, a London focused metro scheme (option A), and a regional scheme (option B) following the same central corridor as the metro scheme but connecting to existing national rail lines to the north and south west of London.
- 1.5 Analysis of the CHL showed the original safeguarded alignment was not as effective as the two new options at delivering the benefits or meeting the scheme-specific objectives and therefore was not considered further.
- 1.6 After a full engineering and capital cost study, a public consultation regarding Crossrail 2 was undertaken by TfL and Network Rail, which concluded in Summer 2013. The focus of the consultation was on gauging the support for the principles of Crossrail 2 and whether a regional or metro option was preferred.
- 1.7 The result of the Summer 2013 Consultation was overwhelming support from both the public and stakeholders for the principle of the scheme (96%), with a preference for the regional option.
- 1.8 Since then, further work has been done to develop the proposals for the regional branches of the Crossrail 2 route with the aim of providing additional rail capacity in a south west and

north east corridor through London. These proposals are still in the very early planning stages and this public consultation was also used to gather feedback on these emerging proposals.

- 1.9 The initial findings of the consultation were consistent with the analysis undertaken by TfL, which showed that the regional option, whilst more expensive than the metro alternative, represented the most cost effective way of providing the necessary step change in capacity required to support growth by delivering a wider range of benefits. The regional option, in addition to having the strongest support from stakeholders, had the strongest Benefit to Cost Ratio (BCR).
- 1.10 TfL held a second public consultation that concluded in Summer 2014. The scope of this consultation was to gain public and stakeholder views on several alignment alternatives, namely:
- i. a potential extension of the Alexandra Palace branch to New Southgate;
  - ii. alternative station locations in Chelsea; either retention of the original proposed location for a station at King's Road, a station in Chelsea West (World's End), or no station in Chelsea at all;
  - iii. relocation of the junction of the Alexandra Palace and West Anglia Main Line branches in Hackney to north of Dalston Junction/Hackney Central; and,
  - iv. alignment of both branches to be via Dalston Junction only, or Hackney Central only, not both, as was proposed in 2013.
- 1.11 After the Summer 2014 Consultation, the decision was taken to proceed with the route alignment via Dalston Junction, and King's Road Chelsea, and to include the extension to New Southgate. In addition, a provisional alignment via Hackney Central was included for a possible future eastern branch.
- 1.12 The route defined following the Summer 2014 Consultation informed the alignment that the DfT consulted on for the purpose of updating the safeguarding directions. Updated safeguarding directions were issued by the Secretary of State in March 2015. The safeguarding directions included areas of subsurface and surface interest on the proposed tunnelled section of the route, from Tottenham Hale to Wimbledon. It also included a branch of tunnel to New Southgate and a spur to Hackney Central for a possible future eastern branch.

## **Why is consultation needed?**

### **Proposed changes which are being consulted on**

- 1.13 Following on from the Summer 2014 Crossrail 2 Consultation and the subsequent DfT safeguarding consultation in the winter of 2014/early 2015, the Crossrail 2 project team undertook further technical design and engineering work. This work led to determining that some of the safeguarded areas of surface interest for the proposed tunnelled sections of the route may no longer be required to deliver the scheme. Conversely, that other surface areas of interest included in the developing proposals may fall outside of the current safeguarding proposals.
- 1.14 Due to the possible impacts that these changes would have to the route, this public consultation has been undertaken to seek views on the latest proposals. This consultation sought to:
- i. identify and contact the widest possible range of stakeholders and general public;
  - ii. inform stakeholders and affected parties of the development of Crossrail 2;

- iii. record and respond constructively to consultees' comments about Crossrail 2, its development and implementation;
- iv. identify consultees' concerns about the impacts and effects of the Crossrail 2 project and, where practical, identify ways to address those concerns or to mitigate the impacts and effects;
- v. assure decision makers, including the Mayor of London, Secretary of State and Government that the views of affected parties have been adequately canvassed and considered during project development; and,
- vi. reduce the number of issues arising in petitions as the project is promoted as a Hybrid Bill.

## 2 Methodology

### Consultation process

#### Introduction

- 2.1 Crossrail 2 is still in the early stages of development. However, significant work has taken place within TfL and Network Rail to develop current proposals.
- 2.2 The purpose of this consultation was to share more detailed information about the proposed scheme and to encourage the public at large to express their views on the latest proposals.
- 2.3 Feedback from the consultation will help shape and inform decision-making about any future design and development of the proposed scheme.

#### Scope of consultation

- 2.4 The Autumn 2015 Consultation had a particular focus on gathering views on the following aspects of the scheme:
  - Tunnelled section:
    - Station locations, entrances and exits;
    - Shaft locations;
    - Construction sites required to build and operate this section; and,
    - Proposed service patterns.
  - Regional branches:
    - Detail about the potential works that may be required to stations, level crossings and existing track; and,
    - Proposed service patterns.
- 2.5 Figure 2.1 details the Crossrail 2 route as proposed in the Autumn 2015 consultation.



## Outside the scope of this consultation

- 2.6 There is still considerable work to be undertaken before a preferred route is established, as well as seeking funding and obtaining parliamentary powers. Further consultation(s) will be required as the scheme develops.
- 2.7 The following were out of scope of this consultation:
- Alternative destination stations outside of those being consulted upon;
  - The detailed designs of the above ground structures such as stations or ventilation shafts;
  - The location of the temporary ground shafts and utility works;
  - Redline boundary for Network Rail works, including work sites and areas of temporary or permanent land take;
  - Specific options for level crossing closures on the Crossrail 2 route;
  - Detailed design for changes to track layout/new track;
  - Detailed designs for work at stations, including platform extensions and changes to station infrastructure;
  - Environmental impact assessment or detailed environmental impacts, such as predicted noise, ground movement, air quality, transport impacts (including blockades) and construction impacts and traffic modelling;
  - Details of post-construction mitigations;
  - Surface mode and urban realm proposals; and,
  - Over-site development (OSD) scale and denomination.
- 2.8 While the above points were not part of this consultation, some consultees took the opportunity to express a view. These comments are included in the analysis of responses in chapter 3.

## Consultation and engagement process

- 2.9 A comprehensive consultation and engagement plan was established to deliver the Autumn 2015 Consultation. A wide range of communication channels were used to raise awareness of the consultation and inform consultees of the latest proposals. These included:

### Face-to-face meetings and events

- Over 80 pre-engagement meetings and events with boroughs, county councils, community and business groups and other key stakeholders were held prior to the launch of the consultation, to understand issues and inform the latest proposals presented for public consultation;
  - Over 12,000 people attended 72 drop-in events at 40 locations along the proposed route. At the drop-in events, attendees were able to view maps and information specific to the area and speak to members of the Crossrail 2 team about the proposals. Over 30 different factsheets were available at the events and could be taken away by the attendees. All factsheets were also available to view and download from the Crossrail 2 website. Factsheets were also translated into other languages and braille, as well as recreated into large print, on request; and,
  - TfL representatives handed out approximately 64,000 leaflets at stations and at locations nearby drop-in events to promote the events and consultation.
- 2.10 The locations of the drop-in events can be found in Appendix B, and the list of all factsheets available can be found in Appendix C.

### **Mail drop and promotional materials**

- Leaflet and letter distribution to over 200,000 properties within 200 metres of the tunnelled safeguarded area, areas of surface interest not currently identified in the safeguarding directions and within a 250 metre radius of the sites of potential Network Rail works at stations and level crossings;
- Letter, poster and flyer distribution to 152 community facilities such as dentists, doctors, places of worship, post offices, community centres, schools, sports clubs and youth groups; and,
- Posters at London Underground and Network Rail stations as well as within train carriages.

### **Online**

- Email notification to:
  - almost one million registered Oyster Card holders prior to the launch and close of consultation; and
  - over 900 email addresses on the Crossrail 2 contact list prior to the launch and close of the consultation.
- Nearly 1,500 letters and emails to ward members, Members of Parliament, London Assembly Members, Disability and Access groups, community and business groups across the route;
- Social media promotion through the Crossrail 2 Twitter account; and,
- Online advertising including ‘pop-ups’ on mobile applications.

### **Media**

- Advertising in local and city wide newspapers; and,
- Press releases and local media engagement.

### **Crossrail 2 telephone, email support, Freepost and website**

- A freepost address (Freepost CROSSRAIL 2 CONSULTATIONS) was set up for consultation responses and general correspondence;
- A Crossrail 2 email account [crossrail2@tfl.gov.uk](mailto:crossrail2@tfl.gov.uk) was used to individually respond to questions from the public and as an additional channel for people to provide comments in relation to the consultation;
- A Crossrail 2 telephone helpline was established for members of the public and other interested parties. During the consultation the helpline operated from 8am to 11pm daily; and,
- The Crossrail 2 website was the central source of information about the proposed scheme and consultation, and was regularly updated. An interactive map was available on the website linking to GIS mapping to enable visitors to view the route alignment and proposed worksites.

## **Capturing consultation responses**

### **Questionnaire**

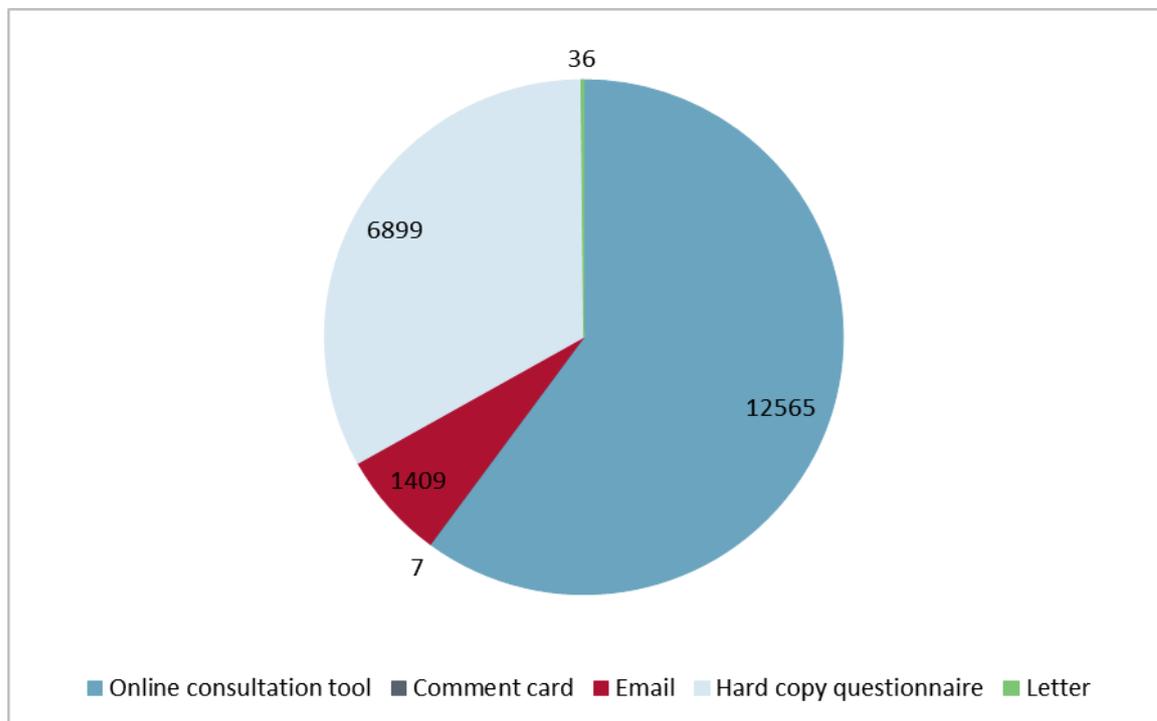
- 2.11 The primary method for capturing the views of stakeholders and the public was via the TfL online consultation tool which enabled consultees to respond directly to a questionnaire.

- 2.12 The questionnaire consisted of 40 free text questions asking respondents for their comments on the various proposals around stations, regional branches, shafts and tunnel portals. Respondents were able to self-select the question(s) relevant to their interests.
- 2.13 Respondents were also asked for their name, email address, postcode, and if they were responding as an individual or on behalf of a business, educational establishment, community or voluntary organisation, local authority or as an elected member. If responding on behalf of one of the above, the name of the associated establishment was also asked. Respondents were also able to upload additional documents via the online tool, to support their views.
- 2.14 A copy of the consultation questionnaire can be found in Appendix A.
- 2.15 Questionnaires were also available in hard copy at drop-in events, as well as alternative formats upon request (for example, printed, large print, audio or another language).
- 2.16 All those who responded to the consultation via the online consultation tool received an automated acknowledgement of their response.
- 2.17 Whilst the majority of people responded to the consultation via the online consultation tool, people also responded via email to the Crossrail 2 email account, letters, hard copy questionnaires and comment cards.

### Consultation analysis

- 2.18 Figure 2.2 sets out the method in which each of the 20,916 respondents submitted their consultation response.

Figure 2.2: Consultation Response Method



Sample size 20,916

2.19 94% of responses received came from members of the public and 6% from stakeholders. TfL appointed Steer Davies Gleave to analyse the responses received and to prepare short summaries of the key points made by the stakeholders.

2.20 Summaries of stakeholders can be found in Appendix E.

### **Analysis of responses**

2.21 The only closed questions in this consultation asked respondents for their personal details including name, email address, and postcode. A map showing respondent postcodes can be found in chapter 3.

2.22 Code frames were developed to analyse the responses to the open questions. A separate code frame was developed for each question.

2.23 The code frames consist of a series of over-arching themes and within these more detailed sub themes.

2.24 Table 2.1 outlines the key themes discussed in response to the open questions.

2.25 Following agreement of the code frames with TfL, all open text responses were coded. Individual responses to each question were coded to one or more of the codes within the code frame as appropriate.

2.26 To ensure consistency among the individual analysts coding the responses, checks were carried out to review consistency of responses coded by each analyst. For full copies of the code frames, see Appendix D.

**Table 2.1: Key Themes Descriptions**

<b>Key Themes</b>	<b>Description</b>
<b>General</b>	Represents general supportive or unsupportive comments about the proposals without giving any specific detail or reasoning. Examples include comments such as, but not limited to, 'I support this station' or 'I do not support this station'.
<b>Construction</b>	Represents comments about construction impacts, issues and considerations, as well as blight and compensation.
<b>Cost/finance</b>	Represents comments about the financial cost of the project, as well as comments relating to the perceived cost* to use the proposed service. <i>* The cost and zoning of the proposed service was not part of this consultation, nor has this detail been established at this stage of the project.</i>
<b>Conservation/heritage</b>	Represents comments relating to conservation of built environment, heritage and local character.
<b>Design</b>	Represents comments relating to the design detail of the proposals, including suggestions for alternative and/or future design considerations.
<b>Economy</b>	Represents comments relating to economic considerations, including house prices, business impacts and job opportunities.
<b>Environment/social</b>	Represents comments relating to environmental and social impacts, issues and considerations, such as noise, air quality and green space (environment) and crime and anti-social behaviour (social).
<b>Regeneration/development</b>	Represents comments relating to regeneration and development directly associated with the proposal(s), as well as other considerations and/or suggestions for regeneration/development opportunities.
<b>Specific local issue</b>	Represents comments that highlight a specific location and/or feature(s) in the vicinity. Also includes level crossings as a specific local issue for some sections of the route owned by Network Rail.
<b>Suggestions/route options</b>	Represents comments that are specific to the proposed route and route options ( <i>Balham or Tooting and Turnpike Lane-Alexandra Place or Wood Green</i> ). Also represents suggested alternative routes and/or stations, than currently proposed. May also include suggestions that are beyond the scope of the current Crossrail 2 scheme.
<b>Transport/capacity/connectivity</b>	Represents comments about transportation impacts, issues and considerations, particularly relating to passenger capacity and connectivity to other transport services and destinations.

## Petitions and Campaigns

2.27 A number of petition and campaign responses were also delivered to TfL as part of this consultation. The issues and concerns raised by various petitions and campaign groups have been noted and will be considered during further design development. Where those petitioners and campaigners have responded individually and directly to the consultation, these have been recorded as individual responses to the consultation and analysed in chapter 3. Further information regarding the petitions and campaigns is included in Chapter 5 and Appendix F.

2.28 The petitions included:

- Angel – *Electrowerkz*;
- Tooting Broadway/Balham – *Balham or Tooting*;
- Wandsworth Common – *Save Wandsworth Common Again*;
- Streatham – *Streatham Action Group*;
- Dalston – *Save Bradbury Street*;
- Shoreditch Park - *Save Shoreditch Park*;
- Surbiton – *Kingston Lib Dems*;
- Earlsfield – *Residents of Littleton Street, SW18*; and,
- Chelsea – *Organisations in Kensington and Chelsea*.

2.29 The campaigns included:

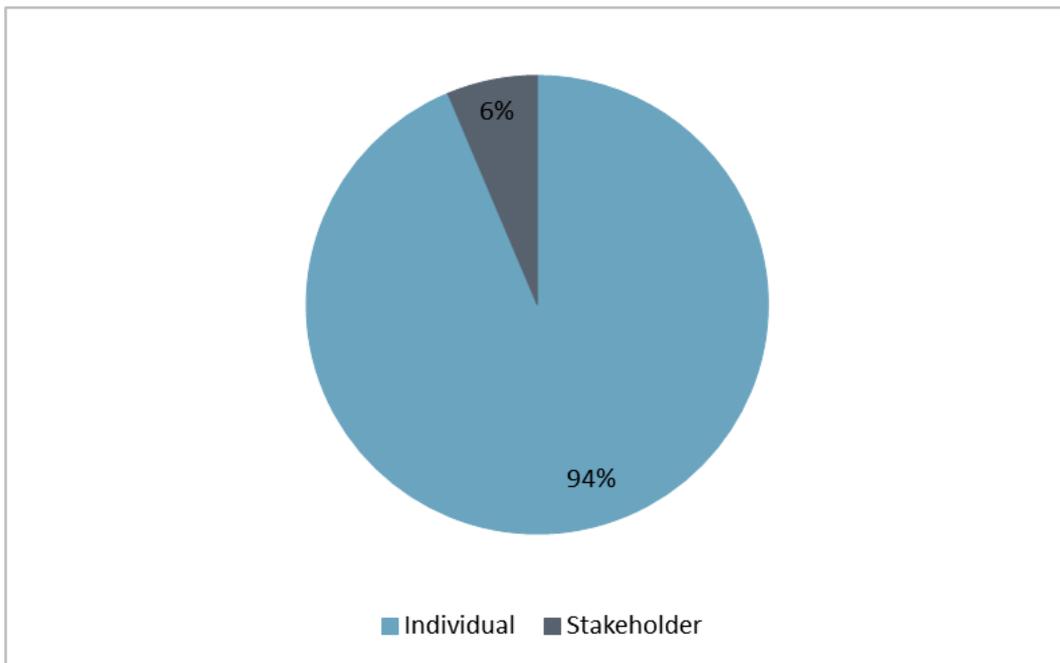
- No to Crossrail in Chelsea;
- Imperial Wharf;
- Love Wimbledon BID;
- Consultant Doctors - Royal Brompton Hospital; and,
- Friends of Downhills Park.

# 3 Consultation Findings

## Overview

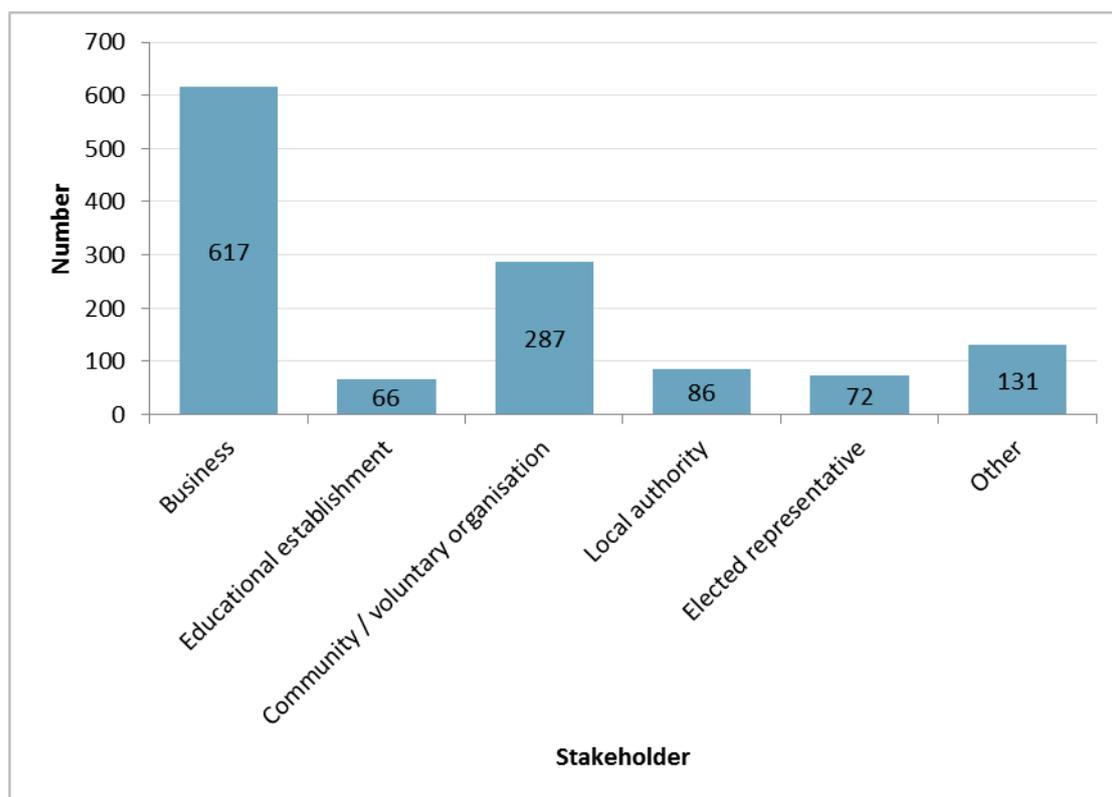
3.1 In total, there were 20,916 respondents to the Autumn 2015 Consultation. Of those who responded, 19,900 answered question 46 asking in what capacity they were responding to the consultation. Options included as an individual, or as a representative of a business, educational establishment, a community or voluntary organisation, a local authority, as an elected representative or other. Respondents could choose more than one option. Figure 3.1 and Figure 3.2 show the breakdown of responses by respondent type, whether an individual or a stakeholder.

Figure 3.1: Number of Respondents



Sample size 19,900

**Figure 3.2: Breakdown of Stakeholder Respondents**



Sample size 1,259

- 3.2 Figure 3.3 maps respondent home postcodes alongside the proposed Crossrail 2 route. The majority of individuals who responded were from London, with highest response levels from the London boroughs along the proposed Crossrail 2 route.
- 3.3 Figure 3.4 maps the number of respondents by borough. Table 3.1 lists the number of respondents, in order of highest to lowest, from the key London boroughs and surrounding districts along the route. The top 40 local authorities (by number of responses) are included in the table.
- 3.4 This chapter sets out the consultation findings, with each of the 40 questions reported on individually.

Figure 3.3: Respondent Postcodes

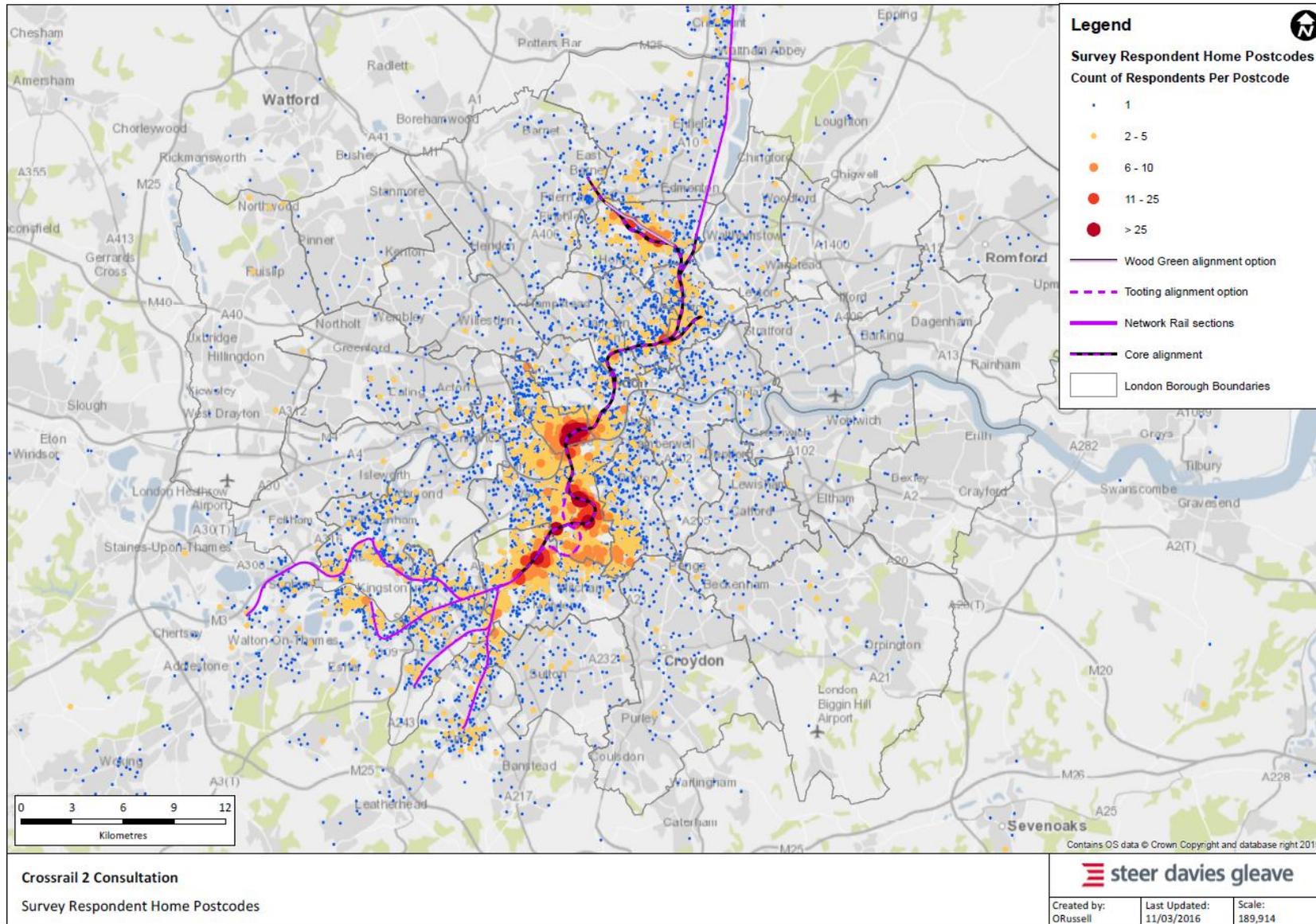
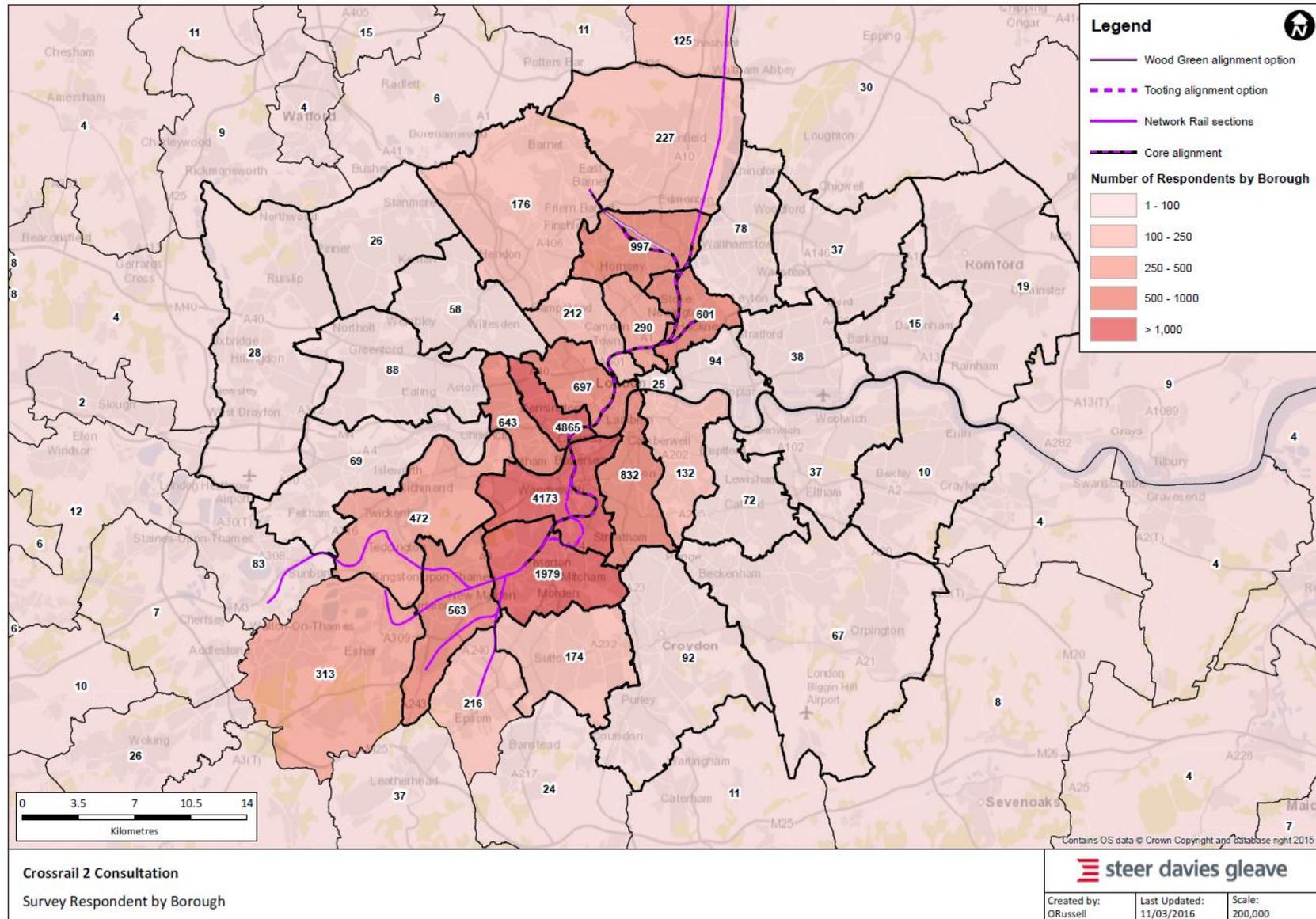


Figure 3.4: Number of Respondents by Borough and Local Authority District



**Table 3.1: Number of Respondents by Borough and Local Authority District**

Borough	Number of Respondents
Kensington and Chelsea	4,865
Wandsworth	4,173
Merton	1,979
Haringey	997
Lambeth	832
City of Westminster	697
Hammersmith and Fulham	643
Hackney	601
Kingston upon Thames	563
Richmond upon Thames	472
Elmbridge District	313
Islington	290
Enfield	227
Epsom and Ewell District	216
Camden	212
Barnet	176
Sutton	174
Southwark	132
Broxbourne District	125
Tower Hamlets	94
Croydon	92
Ealing	88
Spelthorne District	83
Waltham Forest	78
Lewisham	72
Hounslow	69
Bromley	67
Brent	58
East Hertfordshire District	50
Newham	38
Mole Valley District	37
Greenwich	37
Redbridge	37
Epping Forest District	30
Hillingdon	28
Woking District	26
Harrow	26
City of London	25
Havering	19
Barking and Dagenham	15

## Overall comments on the proposals

3.5 Question 1 asked people to comment on the overall proposals for Crossrail 2. As well as commenting on the overall proposals, many respondents chose to refer to more specific proposals within their response to this question. These comments were removed from this question and merged with the corresponding question from the consultation. For example, any comments referring to a station at King’s Road Chelsea were removed from question 1 and merged with the responses to question 20.

3.6 This section therefore details only comments on the proposals for Crossrail 2 overall.

3.7 Table 3.2 organises the comments received into broad themes. Themes with more than 300 comments are discussed in more detail below the table.

3.8 The total number of respondents who answered this question was 4,526.

**Table 3.2: Q1 Do you have any comments on the proposals for Crossrail 2 overall?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	2,718	<b>4,162</b>	<b>51%</b>
	Transport/capacity/connectivity	734		
	Suggestions/route options	309		
	Regeneration/development	289		
	Design	64		
Issues and concerns	Construction	895	<b>2,585</b>	<b>32%</b>
	Transport/capacity/connectivity	518		
	Environment/social	348		
	Cost/finance	230		
	General unsupportive comments	227		
Neutral/Unknown	Suggestions/route options	817	<b>1,453</b>	<b>18%</b>
	Design	324		
	Transport/capacity/connectivity	135		
	Construction	101		
	Regeneration/development	36		
<b>Total (all comments)</b>			<b>8,200</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of ‘Total comments’ may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 1 can be found in Appendix D.

### Supportive

#### *General supportive comments*

2,718 general supportive comments were made about the proposals for Crossrail 2 overall.

#### *Transport/capacity/connectivity*

3.9 Within this theme, 258 comments were supportive of the scheme as it will improve capacity and connectivity along the route and for wider London. 188 comments support Crossrail 2 as it would relieve congestion on existing public transport.

### *Suggestions/route options*

- 3.10 301 of the 309 comments within this theme suggested that Crossrail 2 should be built as soon as possible, and that completed sections should open in advance of the whole route.

### **Issues and concerns**

#### *Construction*

- 3.11 Within this theme, over 500 comments were received concerning disruption to local residents and businesses during the construction phase. 178 comments stated concern about ongoing disruption to roads during the construction period.

#### *Transport/capacity/connectivity*

- 3.12 There were 143 comments concerning the loss of direct services to Waterloo from south west London and Surrey. There were 115 comments stating respondents felt the scheme is unnecessary.

#### *Environment/social*

- 3.13 Of the 348 comments received for this theme, 206 were concerned about the loss of green space for construction. 108 comments stated concern about noise and vibration causing disruption to homes and businesses along the proposed route.

### **Neutral/Unknown**

#### *Suggestions/route options*

- 3.14 Of the comments received for this theme, 155 comments stated support for Crossrail 2 routing to Streatham, and 63 stated support for the potential eastern branch.

#### *Design*

- 3.15 237 comments stated a desire for further detailed plans and information about the proposals.

### **New Southgate**

- 3.16 People were invited to answer three questions about the proposals relating to New Southgate. The following three questions were asked:

- Question 2: Do you have any comments about the proposals for a Crossrail 2 station at New Southgate?
- Question 3: Do you have any comments about the proposals for a Crossrail 2 depot and stabling facility north of New Southgate?
- Question 4: Do you have any comments about the proposals for a tunnel portal south of New Southgate?

- 3.17 The following sections will discuss the responses to each question in more detail.

#### **Question 2: Comments about the proposals for a Crossrail 2 station at New Southgate**

- 3.18 This section details the responses from those who answered question 2 about a Crossrail 2 station at New Southgate. Table 3.3 organises the comments received into broad themes. Themes with more than 25 comments are discussed in more detail below the table.

- 3.19 The total number of respondents who answered this question was 474.

**Table 3.3: Q2 Do you have any comments about the proposals for a Crossrail 2 station at New Southgate?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	362	<b>483</b>	<b>64%</b>
	Transport/capacity/connectivity	89		
	Regeneration/development	32		
Neutral/Unknown	Suggestions/route options	70	<b>160</b>	<b>21%</b>
	Design	49		
	Transport/capacity/connectivity	24		
	Construction	11		
	Regeneration/development	3		
Issues and concerns	General unsupportive comments	40	<b>107</b>	<b>14%</b>
	Transport/capacity/connectivity	24		
	Suggestions/route options	22		
	Specific local issues	11		
	Construction	6		
<b>Total (all comments)</b>			<b>750</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 2 can be found in Appendix D.

## Supportive

### *General supportive comments*

- 3.20 362 general supportive comments were received about the proposals for a station at New Southgate. Verbatim responses include:

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"Fully supportive"

"Good idea"

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### *Transport/capacity/connectivity*

- 3.21 Of the 89 comments within this theme, 51 stated that the proposals would provide a useful connection.

### *Regeneration/development*

- 3.22 There were 32 comments stating that a Crossrail 2 station at New Southgate would support local regeneration.

## Neutral/Unknown

### *Suggestions/route options*

- 3.23 Within this theme, there were 23 comments stating the Crossrail 2 route should extend further north beyond New Southgate, and 11 comments stating that the route should extend to Welwyn Garden City.

*Design*

- 3.24 Within this theme, there were 24 comments about the desire for further information about the proposal designs, and 16 comments highlighting the need for the station to be fully accessible.

**Issues and concerns***General unresponsive comments*

- 3.25 There were 40 general unresponsive comments received about the proposals for a station at New Southgate. Verbatim responses included:

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“No one needs it”

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“I don’t agree with this branch line”

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### **Question 3: Comments about the proposals for a Crossrail 2 depot and stabling facility at New Southgate**

- 3.26 This section considers the responses from those who answered question 3 about a depot and stabling facility at New Southgate (Oakleigh Road South). Table 3.4 organises the comments received into broad themes. Themes with more than 25 comments are discussed in more detail below the table.

- 3.27 The total number of respondents who answered this question was 273.

**Table 3.4: Q3 Do you have any comments about the proposals for a Crossrail 2 depot and stabling facility at New Southgate?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	195	<b>249</b>	<b>61%</b>
	Design	35		
	Economy	13		
	Regeneration/development	3		
	Suggestions/route options	3		
Issues and concerns	Environment/social	46	<b>126</b>	<b>31%</b>
	General unresponsive comments	26		
	Economy	22		
	Design	15		
	Specific local issue	8		
Neutral/Unknown	Design	11	<b>31</b>	<b>8%</b>
	Regeneration/development	7		
	Suggestion/route options	6		
	Environment/social	5		
	Transport/capacity/connectivity	2		
<b>Total (all comments)</b>			<b>406</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of ‘Total comments’ may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 3 can be found in Appendix D.

## Supportive

### *General supportive comments*

- 3.28 There were 195 general supportive comments about the proposals for a depot and stabling facility at New Southgate. Verbatim responses included:

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“No problem with this”

“It’s an excellent use of the land”

---

### *Design*

- 3.29 There were 35 comments stating support for the chosen location of the depot and stabling facility.

## Issues and concerns

### *Environment/social*

- 3.30 Of the 46 comments within this theme, 20 stated concern about the impact of the proposals on local residents, and 17 gave concern about noise pollution.

### *General unsupportive comments*

- 3.31 26 general unsupportive comments were received about this proposal. Verbatim responses included:

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“I very strongly object to the building of this branch of the line and associated stabling”

“I don’t agree with this branch line”

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## Question 4: Comments about the proposals for a tunnel portal south of New Southgate

- 3.32 This section considers the responses from those who answered question 4 about a tunnel portal south of New Southgate.
- 3.33 Table 3.5 organises the comments received into broad themes. Themes with more than 25 comments are discussed in more detail below the table.
- 3.34 The total number of respondents who answered this question was 242.

**Table 3.5: Q4 Do you have any comments about the proposals for a tunnel portal south of New Southgate?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	162	<b>167</b>	<b>52%</b>
	Design	4		
	Suggestions/route options	1		
Issues and concerns	Design	37	<b>137</b>	<b>43%</b>
	General unsupportive comments	32		
	Construction	26		
	Regeneration/development	14		
	Environment/social	12		
Neutral/Unknown	Environment/social	9	<b>16</b>	<b>5%</b>
	Suggestions/route options	3		
	Construction	2		
	Regeneration/development	1		
	Specific local issue	1		
<b>Total (all comments)</b>			<b>320</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 4 can be found in Appendix D.

## Supportive

### *General supportive comments*

- 3.35 162 comments of general support were received for the proposals for a tunnel portal south of New Southgate. Verbatim responses included:

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"Happy with proposal"

"In favour"

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## Issues and concerns

### *Design*

- 3.36 Within this theme, 31 comments stated that this proposal was unclear, and requested further information.

### *General unsupportive comments*

- 3.37 32 general unsupportive comments were received about the proposals for a tunnel portal south of New Southgate. Verbatim responses included:

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"I don't agree with this branch line"

"Not required"

---

*Construction*

3.38 Of the 26 comments regarding construction, 15 were related to disruption to residents, and 11 were regarding concern over the potential demolition of houses and businesses.

**Turnpike Lane/ Alexandra Palace/ Wood Green**

3.39 People were invited to answer questions about the two proposed routes between Seven Sisters and Tottenham Hale. The following four questions were asked:

- Question 5: Do you have any comments about the proposals for a Crossrail 2 station at Turnpike Lane?
- Question 6: Do you have any comments about the proposals for a Crossrail 2 station at Alexandra Palace?
- Question 7: Do you have any comments about the proposals for a Crossrail 2 station at Wood Green?
- Question 8: Do you have any comments about the proposals for a shaft at Downhills Recreation Ground, between Wood Green and Seven Sisters stations?

3.40 The following sections will discuss the responses to each question in more detail.

**Question 5: Comments about the proposals for a Crossrail 2 station at Turnpike Lane**

3.41 This section details the responses from those who answered question 5 about a station at Turnpike Lane. Table 3.6 organises the comments received into broad themes. Themes with more than 50 comments are discussed in more detail below the table.

3.42 The total number of respondents who answered this question was 1,030.

**Table 3.6: Q5 Do you have any comments about the proposals for a Crossrail 2 station at Turnpike Lane?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	Transport/capacity/connectivity	690	<b>1,498</b>	<b>85%</b>
	General supportive comments	374		
	Suggestions/route options	282		
	Regeneration/development	152		
Issues and concerns	General unsupportive comments	81	<b>203</b>	<b>12%</b>
	Suggestions/route options	74		
	Construction	24		
	Design	13		
	Transport/capacity/connectivity	7		
Neutral/Unknown	Design	49	<b>56</b>	<b>3%</b>
	Transport/capacity/connectivity	6		
	Regeneration/development	1		
<b>Total (all comments)</b>			<b>1,757</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 5 can be found in Appendix D.

## Supportive

### *Transport/capacity/connectivity*

- 3.43 Of the 690 supportive comments received for this theme, 157 comments stated that this route connects a wider community to central London than the Wood Green option. 130 comments stated this proposal will provide a good link with the bus station. 99 comments stated the proposal offers good interchange with the Piccadilly Line, and 86 stated it will help ease congestion on the Piccadilly Line.

### *General supportive comments*

- 3.44 374 general supportive comments were received about the proposals for a station at Turnpike Lane. Verbatim responses included:

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“Brilliant please please let it happen!!”

---

“I would very much welcome a station at Turnpike Lane”

---

### *Suggestions/route options*

- 3.45 Within this theme, 248 comments were received stating a preference for this route option over the Wood Green route option, whilst 17 comments stated support for either route option to New Southgate.

### *Regeneration/development*

- 3.46 Of the comments received for this theme, 99 stated the proposals would support regeneration in the area, whilst 50 stated that a station at Turnpike Lane would support the regeneration of Wood Green High Street more than a Crossrail 2 station at Wood Green.

## Issues and concerns

### *General unsupportive comments*

- 3.47 81 general unsupportive comments were received about the proposals for a station at Turnpike Lane. Verbatim responses included:

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“Not necessary and ugly”

---

“Waste of money”

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### *Suggestions/route options*

- 3.48 Of the 74 comments within this theme, 62 stated their support for the Wood Green route rather than the Turnpike Lane/Alexandra Palace route.

**Question 6: Comments about the proposals for a Crossrail 2 station at Alexandra Palace**

3.49 This section details the responses from those who answered question 6 about a station at Alexandra Palace. Table 3.7 organises the comments received into broad themes. Themes with more than 50 comments are discussed in more detail below the table.

3.50 The total number of respondents who answered this question was 1,153.

**Table 3.7: Q6 Do you have any comments about the proposals for a Crossrail 2 station at Alexandra Palace?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	906	<b>1,658</b>	<b>80%</b>
	Transport/capacity/connectivity	582		
	Regeneration/development	119		
	Economy	46		
	Suggestions/route options	5		
Issues and concerns	General unsupportive comments	138	<b>369</b>	<b>18%</b>
	Environment/social	86		
	Suggestions/route options	82		
	Construction	34		
	Transport/capacity/connectivity	25		
Neutral/Unknown	Design	45	<b>47</b>	<b>2%</b>
	Construction	1		
	Regeneration/development	1		
<b>Total (all comments)</b>			<b>2,074</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 6 can be found in Appendix D.

**Supportive***General supportive comments*

3.51 906 general supportive comments were received about the proposals for a station at Alexandra Palace. Verbatim responses included:

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“Brilliant please please let it happen!!”

---

“This is a good place for a station”

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*Transport/capacity/connectivity*

3.52 Of the 582 supportive comments for this theme, 236 stated that this is a very useful link that would improve transport options and connectivity. 99 respondents stated it would give better access to events at Alexandra Palace and the park, and 71 stated a station here would ease pressure on current crowded rail services.

*Regeneration/development*

3.53 119 of the comments within this theme stated that this proposal would benefit the regeneration of Alexandra Palace and surrounding areas.

## Issues and concerns

### *General unsupportive comments*

- 3.54 There were 138 general unsupportive comments about the proposals for a station at Alexandra Palace. Verbatim responses included:

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“We don't need it, this is a completely unnecessary project”

“Little point in this”

---

### *Environment/social*

- 3.55 Within this theme, 41 comments stated concern about the potential long term damage to the park and surrounding residential areas, and 36 stated specific concern about the loss of Avenue Gardens.

### *Suggestions/route options*

- 3.56 Of the 82 comments within this theme, 62 stated their support for the Wood Green route rather than the Turnpike Lane/Alexandra Palace route.

## **Question 7: Comments about the proposals for a Crossrail 2 station at Wood Green**

- 3.57 This section details the responses from those who answered question 7 about a Crossrail 2 station at Wood Green. Table 3.8 organises the comments received into broad themes. Themes with more than 100 comments are discussed in more detail below the table.
- 3.58 The total number of respondents who answered this question was 1,114.

**Table 3.8: Q7 Do you have any comments about the proposals for a Crossrail 2 station at Wood Green?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	Transport/capacity/connectivity	670	<b>1,470</b>	<b>68%</b>
	Suggestions/routes	295		
	General unsupportive comments	226		
	Environment/social	95		
	Construction	67		
Supportive	General supportive comments	286	<b>602</b>	<b>28%</b>
	Transport/capacity/connectivity	131		
	Regeneration/development	89		
	Economy	33		
	Suggestions/route options	29		
Neutral/Unknown	Regeneration/development	29	<b>80</b>	<b>4%</b>
	Suggestions/route options	19		
	Design	16		
	Economy	9		
	Conservation/heritage	2		
<b>Total (all comments)</b>			<b>2,152</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 7 can be found in Appendix D.

## Issues and concerns

### *Transport/capacity/connectivity*

- 3.59 Within this theme, 99 comments stated that Turnpike Lane station would easily serve Wood Green on the Piccadilly line or with a short walk, and 91 stated support for the Turnpike Lane route option as this provides two stations rather than one. 72 comments stated they were unsupportive of this proposal as Wood Green is already served by good transport links.

### *Suggestions/routes*

- 3.60 201 of the 295 comments received for this theme stated a preference for the Turnpike Lane/Alexandra Palace route option. 50 comments stated that the Turnpike Lane/Alexandra Palace route offers bigger benefits overall.

### *General unsupportive comments*

- 3.61 226 general unsupportive comments were received about the proposals for a station at Wood Green. Verbatim responses included:

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"I DO NOT support a station at Wood Green."

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"Not in favour of this option"

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## Supportive

### *General supportive comments*

- 3.62 286 comments of general support were received about the proposals for a station at Wood Green. Verbatim responses included:

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"Wood Green should definitely be included it is an excellent location"

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"This would be brilliant"

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### *Transport/capacity/connectivity*

- 3.63 Of the 131 comments within this theme, 27 stated the proposal would offer good interchange with the Piccadilly line, 22 stated that Wood Green is a more significant town centre than Turnpike Lane, and 21 support faster transport connections for Wood Green.

- 3.64 A campaign associated with this area was also submitted to TfL. This campaign is detailed in chapter 5.

### Question 8: Comments about the proposals for a shaft at Downhills Recreation Ground, between Wood Green and Seven Sisters stations

3.65 This section details the responses from those who answered question 8 about the proposals for a shaft at Downhills Recreation Ground. Table 3.9 organises the comments received into broad themes. Themes with more than 50 comments are discussed in more detail below the table.

3.66 The total number of respondents who answered this question was 619.

**Table 3.9: Q8 Do you have any comments about the proposals for a shaft at Downhills Recreation Ground, between Wood Green and Seven Sisters stations?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	Environment/social	414	<b>818</b>	<b>74%</b>
	Suggestions/route options	129		
	Construction	108		
	General unsupportive comments	96		
	Design	54		
Supportive	General supportive comments	138	<b>166</b>	<b>15%</b>
	Transport/capacity/connectivity	13		
	Suggestions/route options	7		
	Environment/social	6		
	Design	1		
Neutral/Unknown	Design	65	<b>124</b>	<b>11%</b>
	Construction	50		
	Regeneration/development	6		
	Suggestions/route options	2		
<b>Total (all comments)</b>			<b>1,108</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 8 can be found in Appendix D.

#### Issues and concerns

##### *Environment/social*

3.67 Of the 414 concerns within this theme, 161 comments were received regarding the negative impact the proposals would have on the Recreation Ground and the many locals who use it regularly. 143 comments stated more generally opposition to any loss of green space.

##### *Suggestions/route options*

3.68 Of the 129 comments, 103 stated a preference for the Turnpike Lane/Alexandra Palace route option over the Wood Green route.

##### *Construction*

3.69 Within this theme, 44 comments stated that construction would cause disruption for local residents, and 39 stated that the length of the proposed construction phase will be very disruptive.

### *General unsupportive comments*

- 3.70 96 general unsupportive comments were received about the proposals for a shaft at Downhills Recreation Ground. Verbatim responses included:

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“No. I strongly oppose that”

“Bad idea, we don't want this”

---

### *Design*

- 3.71 50 of the 54 comments received stated that the shaft and head house will be unsightly.

### **Supportive**

### *General supportive comments*

- 3.72 138 general supportive comments were received about the proposals for a shaft at Downhills Recreation Ground. Verbatim responses included:

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“It would be great for the area”

“In favour”

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### **Neutral/Unknown**

### *Design*

- 3.73 65 comments were made regarding the design of the proposals. 33 of these stated that the head house must be well designed and blend into the park, and 16 suggested that it should incorporate other facilities once completed, e.g. a café.

### *Construction*

- 3.74 Of the 50 comments received, 24 suggested that the environmental and social impacts of the construction works must be kept to a minimum.

### **Tottenham Hale**

- 3.75 People were invited to answer two questions about the proposals relating to Tottenham Hale. The following two questions were asked:

- Question 9: Do you have any comments about the proposals for a Crossrail 2 station at Tottenham Hale?
- Question 10: Do you have any comments about the proposals for a tunnel portal south of Tottenham Hale?

- 3.76 The following sections will discuss the responses to each question in more detail.

**Question 9: Comments about the proposals for a Crossrail 2 station at Tottenham Hale**

3.77 This section looks at the responses from those who answered question 9 about a Crossrail 2 station at Tottenham Hale. Table 3.10 organises the comments received into broad themes. Themes with 25 comments or more are discussed in more detail below the table.

3.78 The total number of respondents who answered this question was 531.

**Table 3.10: Q9 Do you have any comments about the proposals for a Crossrail 2 station at Tottenham Hale?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	Transport/capacity/connectivity	286	<b>613</b>	<b>76%</b>
	General supportive comments	247		
	Regeneration/development	68		
	Suggestions/route options	12		
Neutral/Unknown	Transport/capacity/connectivity	70	<b>105</b>	<b>13%</b>
	Suggestions/route options	25		
	Design	6		
	Construction	3		
	Cost/finance	1		
Issues and concerns	Transport/capacity/connectivity	35	<b>93</b>	<b>11%</b>
	Design	21		
	Construction	18		
	Cost/finance	9		
	General unsupportive comments	9		
<b>Total (all comments)</b>			<b>811</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 9 can be found in Appendix D.

**Supportive**

*Transport/capacity/connectivity*

3.79 Of the 286 comments received, 89 comments stated that a Crossrail 2 station at Tottenham Hale would improve general connectivity to the area by acting as a transport hub, and 82 stated it is crucial as an interchange for Stansted Airport. 68 comments stated support for the proposals as Tottenham Hale is a crucial interchange point on the network.

*General supportive comments*

3.80 247 general supportive comments were received about the proposals for a station at Tottenham Hale. Verbatim responses include:

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“Fully supportive”

“This should happen”

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*Regeneration/development*

- 3.81 68 comments stated that a station at Tottenham Hale would bring regional regeneration benefits.

**Neutral/Unknown***Transport/capacity/connectivity*

- 3.82 Within the comments received for this theme, there were 28 comments stating that there must be simple interchange within the station between Crossrail 2, National Rail services and the Underground lines. 17 comments stated that the station must be upgraded as part of the plans to cope with higher passenger levels.

*Suggestions/route options*

- 3.83 25 comments were received giving suggestions on parts of the route. This included support for the proposed station at Northumberland Park (8 comments) and a suggestion to route this line via Seven Sisters instead (5 comments).

**Issues and concerns***Transport/capacity/connectivity*

- 3.84 Within this theme, 16 comments stated opposition to a station at Tottenham Hale as it is already well connected. 12 stated concern that the station already faces capacity issues and Crossrail 2 would add further crowding.

**Question 10: Comments about the proposals for a tunnel portal south of Tottenham Hale?**

- 3.85 This section considers the responses from those who answered question 10 about the proposals for a tunnel portal south of Tottenham Hale. Table 3.11 organises the comments received into broad themes. Themes with 25 comments or more are discussed in more detail below the table.
- 3.86 The total number of respondents who answered this question was 256.

**Table 3.11: Q10 Do you have any comments about the proposals for a tunnel portal south of Tottenham Hale?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	163	<b>163</b>	<b>51%</b>
Issues and concerns	Environment/social	50	<b>120</b>	<b>37%</b>
	Construction	30		
	Economy	12		
	General unsupportive comments	10		
	Cost/finance	6		
Neutral/Unknown	Suggestions/route options	22	<b>38</b>	<b>12%</b>
	Design	13		
	Environment/social	2		
	Regeneration/development	1		
<b>Total (all comments)</b>			<b>321</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 10 can be found in Appendix D.

## Supportive

### *General supportive comments*

- 3.87 There were 163 general supportive comments about the proposals for a tunnel portal south of Tottenham Hale. Verbatim responses include:

---

“Happy with proposal”

“Much needed and hugely beneficial”

---

## Issues and concerns

### *Environment/social*

- 3.88 Of the 50 comments received for this theme, 20 stated concern about the environment and wildlife. 18 comments stated that Markfield Park must be protected.

### *Construction*

- 3.89 Within this theme, 20 comments stated concern about the impacts of construction on the local community.

## Seven Sisters

### **Question 11: Comments about the proposals for a Crossrail 2 station at Seven Sisters**

- 3.90 People were invited to answer the following question relating to Seven Sisters:

- Question 11: Do you have any comments about the proposals for a Crossrail 2 station at Seven Sisters?

This section considers the responses from those who answered question 11.

- 3.91 Table 3.12 organises the comments received into broad themes. Themes with 25 comments or more are discussed in more detail below the table.
- 3.92 The total number of respondents who answered this question was 486.

**Table 3.12: Q11 Do you have any comments about the proposals for a Crossrail 2 station at Seven Sisters?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	388	<b>589</b>	<b>76%</b>
	Transport/capacity/connectivity	91		
	Suggestions/route options	57		
	Regeneration/development	53		
Neutral/Unknown	Design	46	<b>73</b>	<b>9%</b>
	Suggestions/route options	14		
	Transport/capacity/connectivity	10		
	Environment/social	3		
Issues and concerns	General unsupportive comments	40	<b>108</b>	<b>14%</b>
	Suggestions/route options	35		
	Transport/capacity/connectivity	15		
	Construction	15		
	Conservation/heritage	2		
<b>Total (all comments)</b>			<b>770</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 11 can be found in Appendix D.

### Supportive

#### *General supportive comments*

- 3.93 388 comments received were of general support for the proposals for a station at Seven Sisters. Verbatim responses include:

---

"Go for it"

"They're great"

---

#### *Transport/capacity/connectivity*

- 3.94 Of the 91 comments received within this theme, 90 stated that this proposal would ease pressure on the Victoria line.

#### *Suggestions/route options*

- 3.95 55 of the 57 comments for this theme stated support for the link to South Tottenham station.

#### *Regeneration/development*

- 3.96 All 53 comments within this theme stated that a station at Seven Sisters would support local regeneration.

### Neutral/Unknown

#### *Design*

- 3.97 Within this theme, 23 comments stated that more detail was required regarding specific elements of this proposal.

## Issues and concerns

### *General unsupportive comments*

- 3.98 There were 40 general unsupportive comments about the proposals for a station at Seven Sisters. Verbatim responses include:

---

“Waste of money”

“We don't need it, this is a completely unnecessary project”

---

### *Suggestions/route options*

- 3.99 20 of the 35 comments in this theme suggested that a different route option should be considered to that proposed. 11 comments suggested there should be a station in Stoke Newington instead of Seven Sisters.

## **Dalston**

- 3.100 People were invited to answer three questions about the proposals relating to Dalston, Stamford Hill and Shoreditch Park. The following three questions were asked:

- Question 12: Do you have any comments about the proposals for a Crossrail 2 station at Dalston?
- Question 13: Do you have any comments about the proposed options for a shaft in the Shoreditch Park area, between Angel and Dalston?
- Question 14: Do you have any comments about the proposed options for a shaft in the in between Dalston and Seven Sisters/ Tottenham Hale in the Stamford Hill area?

- 3.101 The following sections will discuss the responses to each question in more detail.

### **Question 12: Comments about the proposals for a Crossrail 2 station at Dalston**

- 3.102 This section considers the responses from those who answered question 12 about a Crossrail 2 station at Dalston.
- 3.103 Table 3.13 organises the comments received into broad themes. Themes with 50 comments or more are discussed in more detail below the table.
- 3.104 The total number of respondents who answered this question was 751.

**Table 3.13: Q12 Do you have any comments about the proposals for a Crossrail 2 station at Dalston?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	Transport/capacity/connectivity	349	<b>653</b>	<b>57%</b>
	General supportive comments	206		
	Regeneration/development	51		
	Suggestions/route options	33		
	Construction	8		
Issues and concerns	Specific local issue	121	<b>309</b>	<b>27%</b>
	Conservation/heritage	52		
	Construction	41		
	Transport/capacity/connectivity	40		
	General unsupportive comments	21		
Neutral/Unknown	Suggestions/route options	148	<b>180</b>	<b>16%</b>
	Design	23		
	Conservation/heritage	5		
	Environment/social	3		
	Construction	1		
<b>Total (all comments)</b>			<b>1,142</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 12 can be found in Appendix D.

### Supportive

#### *Transport/capacity/connectivity*

- 3.105 Of the 349 supportive comments in this theme, 137 stated support for linking the two Overground stations below ground. 81 comments stated support for improved wider transport connections.

#### *General supportive comments*

- 3.106 206 comments stated general support for the proposals for a station at Dalston. Verbatim responses included:

---

"A really good idea"

---

"Fully supportive"

---

#### *Regeneration/development*

- 3.107 51 comments stated that the station would support Dalston's regeneration.

### Issues and concerns

#### *Specific local issue*

- 3.108 121 comments were made stating concerns about specific local issues. Of these, 78 were opposed to the demolition of buildings south of Bradbury Street, and 30 were concerned about the impact on Ridley Road market.

*Conservation/heritage*

3.109 All 52 comments for this theme stated concern about the conservation of Dalston’s historic buildings.

**Neutral/Unknown**

*Suggestions/route options*

3.110 148 comments were received suggesting alternative station and worksite locations, and route options for this part of the proposed route. 33 comments suggested a station should be built in Stoke Newington, and 24 suggested a worksite should demolish and replace Kingsland Shopping Centre.

3.111 A petition associated with this area was also submitted to TfL. This petition is detailed in chapter 5.

**Question 13: Comments about the proposed options for a shaft in the Shoreditch Park area, between Angel and Dalston**

This section considers the responses from those who answered question 13 about the proposed options for a shaft in the Shoreditch Park area.

3.112 Table 3.14 organises the comments received into broad themes. Themes with 50 comments or more are discussed in more detail below the table.

3.113 The total number of respondents who answered this question was 439.

**Table 3.14: Q13 Do you have any comments about the proposed options for a shaft in the Shoreditch Park area, between Angel and Dalston?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	Design	222	<b>381</b>	<b>50%</b>
	Specific local issue	91		
	Construction	42		
	General unsupportive comments	13		
	Environment/social	6		
Supportive	Design	134	<b>302</b>	<b>40%</b>
	General supportive comments	106		
	Construction	48		
	Suggestions/route options	8		
	Transport/capacity/connectivity	4		
Neutral/Unknown	Design	39	<b>78</b>	<b>10%</b>
	Suggestions/route options	35		
	Cost/finance	3		
	Construction	1		
<b>Total (all comments)</b>			<b>761</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of ‘Total comments’ may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 13 can be found in Appendix D.

## Issues and concerns

### *Design*

- 3.114 Of the 222 issues and concerns raised within this theme, 165 comments oppose Option C - Shoreditch Park (north-west corner) as green space must be conserved. 25 comments oppose Option E – Britannia Leisure Centre (main building).

### *Specific local issue*

- 3.115 Within this theme, 38 comments stated opposition to any disruption to the day to day running of Britannia Leisure Centre. 20 comments stated concern about traffic disruption on Poole Street and New North Road during construction if Option C was chosen.

## Supportive

### *Design*

- 3.116 The 134 comments within this theme stated support for the different proposal options. 39 comments support Option A – Eagle Wharf Road (48 and 48a), 34 support Option B – Eagle Wharf Road (46 and 47), and 25 support Option D – Britannia Leisure Centre (car park).

### *General supportive comments*

- 3.117 106 comments received were of general support for the proposals for a shaft in the Shoreditch Park area. Verbatim responses include:

---

“no objections”

“100% for this”

---

- 3.118 A petition associated with this area was also submitted to TfL. This petition is detailed in chapter 5.

## **Question 14: Comments about the proposals for a shaft at Stamford Hill**

- 3.119 This section considers the responses from those who answered question 14 about the proposals for a shaft at Stamford Hill, between Dalston, Seven Sisters and Tottenham Hale.
- 3.120 Table 3.15 organises the comments received into broad themes. Themes with 25 comments or more are discussed in more detail below the table.
- 3.121 The total number of respondents who answered this question was 306.

**Table 3.15: Q14 Do you have any comments about the proposals for a shaft at Stamford Hill, between Dalston, Seven Sisters and Tottenham Hale?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	101	<b>145</b>	<b>38%</b>
	Design	36		
	Transport/capacity/connectivity	5		
	Suggestions/route options	3		
Neutral/Unknown	Suggestions/route options	104	<b>138</b>	<b>36%</b>
	Design	24		
	Environment/social	10		
Issues and concerns	Construction	44	<b>102</b>	<b>26%</b>
	Specific local issue	29		
	General unsupportive comments	10		
	Environment/social	9		
	Conservation/heritage	5		
<b>Total (all comments)</b>			<b>385</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 14 can be found in Appendix D.

### Supportive

#### *General supportive comments*

- 3.122 101 comments of general support were received about the proposals for a shaft at Stamford Hill. Verbatim responses include:

---

"Another great idea"

---

"Happy with proposal for shaft"

---

#### *Design*

- 3.123 Within this theme, 23 comments stated support for the shaft despite the disruption its construction would cause, and 13 stated support for the choice of location for the shaft.

### Neutral/Unknown

#### *Suggestions/route options*

- 3.124 Of the 104 comments received for this theme, 83 suggested that this shaft should become Stoke Newington station. 21 comments suggested a further station should be located between Dalston and Seven Sisters as there is a long gap between the stations.

## Issues and concerns

### Construction

- 3.125 31 of the 44 comments received here gave concern about the level of disruption during construction, with no benefit for local residents once construction is complete, and 10 stated concern about traffic impacts during construction.

### Specific local issues

- 3.126 Of the 29 comments received concerning specific local issues, 26 oppose the demolition of Morrison's supermarket, and 3 oppose any disruption to Abney Park Cemetery.

## Angel

### Question 15: Comments about the proposals for a Crossrail 2 station at Angel

- 3.127 People were invited to answer the following question relating to Angel:
- Question 15: Do you have any comments about the proposals for a Crossrail 2 station at Angel?
- 3.128 This section considers the responses from those who answered question 15. Table 3.16 organises the comments received into broad themes. Themes with 25 comments or more are discussed in more detail below the table.
- 3.129 The total number of respondents who answered this question was 777.

**Table 3.16: Q15 Do you have any comments about the proposals for a Crossrail 2 station at Angel?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	443	<b>647</b>	<b>48%</b>
	Transport/capacity/connectivity	168		
	Economy	11		
	Regeneration/development	9		
	Suggestions/route options	8		
Issues and concerns	General unsupportive comments	158	<b>520</b>	<b>38%</b>
	Specific local issues	146		
	Conservation/heritage	97		
	Construction	95		
	Transport/capacity/connectivity	15		
Neutral/Unknown	Suggestions/route options	89	<b>190</b>	<b>14%</b>
	Design	62		
	Transport/capacity/connectivity	23		
	Construction	13		
	Specific local issues	3		
<b>Total (all comments)</b>			<b>1,357</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 15 can be found in Appendix D.

## Supportive

### *General supportive comments*

- 3.130 443 comments stated general support regarding the proposals for a station at Angel. Verbatim responses included:

---

“Go for it!

“They’re great”

---

### *Transport/capacity/connectivity*

- 3.131 168 supportive comments were received for this theme. Within this, 59 comments stated that Crossrail 2 would improve transport connectivity at Angel, and 40 comments stated more specifically that a station would provide better transport links than at present to a wider community. 25 comments stated that Crossrail 2 would ease pressure on the Northern line.

## Issues and Concerns

### *General unsupportive comments*

- 3.132 158 general unsupportive comments were received regarding a station at Angel. Verbatim responses included:

---

“Seems a pointless station”

“Waste of money”

---

### *Specific local issues*

- 3.133 Of the 146 comments in this theme, 143 stated opposition to the demolition of Electrowerkz music venue in Torrens Street.

### *Conservation/heritage*

- 3.134 The 97 comments about conservation and heritage issues all stated concern that important buildings within a Conservation Area would be destroyed.

### *Construction*

- 3.135 95 comments were received regarding construction issues. 45 comments stated concern about disruption during building works, and 23 stated specific concern about the building works on Torrens Street.

## Neutral/Unknown

### *Suggestions/route options*

- 3.136 Numerous suggestions were made about new stations and routings, including 41 comments suggesting a Crossrail 2 station at Essex Road station, and 17 comments suggesting a station at Old Street.

*Design*

3.137 Of the comments received for this theme, 33 comments stated that more entrances and exits are needed at Angel, and 12 stated that the station design should be sympathetic to the local area.

3.138 A petition associated with this area was also submitted to TfL. This petition is detailed in chapter 5.

**Euston St. Pancras****Question 16: Comments about the proposals for a Crossrail 2 station at Euston St. Pancras**

3.139 People were invited to answer the following question relating to Euston St. Pancras:

- Question 16: Do you have any comments about the proposals for a Crossrail 2 station at Euston St. Pancras?

3.140 Table 3.17 organises the comments received into broad themes. Themes with 50 comments or more are discussed in more detail below the table.

3.141 The total number of respondents who answered this question was 916.

**Table 3.17: Q16 Do you have any comments about the proposals for a Crossrail 2 station at Euston St. Pancras?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	Transport/capacity/connectivity	404	<b>807</b>	<b>53%</b>
	General supportive comments	366		
	Suggestions/route options	17		
	Design	14		
	Economy	3		
Neutral/Unknown	Design	251	<b>377</b>	<b>25%</b>
	Regeneration/development	36		
	Suggestions/route options	29		
	Transport/capacity/connectivity	28		
	Construction	24		
Issues and concerns	Design	90	<b>344</b>	<b>23%</b>
	Construction	77		
	Environment/social	52		
	Transport/capacity/connectivity	50		
	Suggestions/route options	29		
<b>Total (all comments)</b>			<b>1,528</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 16 can be found in Appendix D.

**Supportive***Transport/capacity/connectivity*

3.142 Of the 404 supportive comments in this theme, 79 supported the link between Euston and St. Pancras stations, 54 stated it provides an important link between south west London and the Eurostar, and 42 stated support for the improved link with National Rail services heading north out of London.

### *General supportive comments*

- 3.143 366 general supportive comments were received about the proposals for a station at Euston St. Pancras. Verbatim responses included:

---

“One of the most important new stops for the Crossrail 2”

“Excellent”

---

### **Neutral/Unknown**

#### *Design*

- 3.144 60 comments within this theme suggested that high speed moving walkways should link Euston, King’s Cross and St. Pancras stations. 38 comments stated that the Crossrail 2 proposals must be well integrated with HS1 and HS2, and a connection to Euston Square station was suggested by 19.

#### **Issues and concerns**

#### *Design*

- 3.145 Of the 90 comments within this theme, 42 stated concern about the long walking distance between Euston, King’s Cross and St. Pancras stations.

#### *Construction*

- 3.146 Within the comments received for this theme, 18 stated concern that the combination of construction works for both HS2 and Crossrail 2 would prolong disruption to travel and the local community.

#### *Environment/social*

- 3.147 Of the 52 comments within this theme, 43 stated their opposition to the loss of any housing, especially social housing, as part of this proposal.

#### *Transport/capacity/connectivity*

- 3.148 16 of the 50 comments in this theme stated that Crossrail 2 is not needed at Euston St. Pancras, whilst 13 stated concern about crowding within the new station.

## **Tottenham Court Road**

### **Question 17: Comments about the proposals for a Crossrail 2 station at Tottenham Court Road**

- 3.149 People were invited to answer the following question relating to Tottenham Court Road:
- Question 17: Do you have any comments about the proposals for a Crossrail 2 station at Tottenham Court Road?
- 3.150 Table 3.18 organises the comments received into broad themes. Themes with 50 comments or more are discussed in more detail below the table.
- 3.151 The total number of respondents who answered this question was 814.

**Table 3.18: Q17 Do you have any comments about the proposals for a Crossrail 2 station at Tottenham Court Road?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	Specific local issue	239	<b>595</b>	<b>45%</b>
	Construction	149		
	Transport/capacity/connectivity	94		
	Design	38		
	Conservation/heritage	29		
Supportive	General supportive comments	265	<b>546</b>	<b>41%</b>
	Transport/capacity/connectivity	227		
	Design	29		
	Economy	11		
	Suggestions/route options	7		
Neutral/Unknown	Suggestions/route options	81	<b>178</b>	<b>13%</b>
	Design	34		
	Construction	25		
	Regeneration/development	18		
	Transport/capacity/connectivity	16		
<b>Total (all comments)</b>			<b>1,319</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 17 can be found in Appendix D.

### Issues and concerns

#### *Specific local issue*

- 3.152 Of the 239 comments within this theme, 207 stated opposition to this proposal based on the negative impact it will have on Soho and the surrounding area, and especially on the Curzon cinema.

#### *Construction*

- 3.153 There were 97 comments within this theme stating concern about the prolonged disruption to the area these works will bring, following Crossrail 1 construction. 27 stated that Crossrail 2 works should have been combined with Crossrail 1 construction.

#### *Transport/capacity/connectivity*

- 3.154 Within this theme, 44 comments were received stating concern about the station capacity, and 32 stated concern about the increased pedestrian congestion that would occur.

### Supportive

#### *General supportive comments*

- 3.155 265 comments of general support were received about the proposals for a station at Tottenham Court Road. Verbatim responses included:

---

“Support the proposals”

---

“Great to have this station in CR2”

---

*Transport/capacity/connectivity*

3.156 Of the 227 comments within this theme, 110 were supportive of the link between Crossrail 1 and Crossrail 2. 35 stated that Tottenham Court Road is an important station within the proposals.

**Neutral/Unknown**

*Suggestions/route options*

3.157 Of the 81 comments for this theme, 28 suggested that the Trocadero site should be used as an alternative to Site B, and 11 suggested pedestrianising both Tottenham Court Road and Oxford Street as wider improvements of the project.

**Victoria**

3.158 People were invited to answer two questions about the proposals relating to Victoria. The following two questions were asked:

- Question 18: Do you have any comments about the proposals for a Crossrail 2 station at Victoria?
- Question 19: Do you have any comments about the proposals for a shaft at Victoria Coach Station, between King’s Road Chelsea and Victoria?

3.159 The following sections will discuss the responses to each question in more detail.

**Question 18: Comments about the proposals for a Crossrail 2 station at Victoria**

3.160 This section looks at the responses from those who answered question 18 about the proposals for a Crossrail 2 station at Victoria.

3.161 Table 3.19 organises the comments received into broad themes. Themes with 50 comments or more are discussed in more detail below the table.

3.162 The total number of respondents who answered this question was 968.

**Table 3.19: Q18 Do you have any comments about the proposals for a Crossrail 2 station at Victoria?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	488	<b>804</b>	<b>51%</b>
	Transport/capacity/connectivity	298		
	Regeneration/development	13		
	Design	5		
Issues and concerns	Construction	185	<b>476</b>	<b>30%</b>
	General unsupportive comments	147		
	Regeneration/development	41		
	Suggestions/route options	40		
	Transport/capacity/connectivity	29		
Neutral/Unknown	Design	135	<b>307</b>	<b>19%</b>
	Construction	91		
	Transport/capacity/connectivity	26		
	Suggestions/route options	22		
	Specific local issue	18		
<b>Total (all comments)</b>			<b>1,587</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 18 can be found in Appendix D.

## Supportive

### *General supportive comments*

- 3.163 488 general supportive comments were received about the proposals for a station at Victoria. Verbatim responses included:

---

"I'm positive about this"

"what a good idea ..."

---

### *Transport/capacity/connectivity*

- 3.164 Within this theme, 55 comments stated that Crossrail 2 would help to relieve congestion within Victoria station, and 52 stated that Victoria is an essential station to integrate with other transport networks. There were 45 comments received stating that the proposals would make Victoria a gateway to, and important interchange with, the south of England.

## Issues and concerns

### *Construction*

- 3.165 Of the 185 comments received for this theme, 86 comments endorsed the response from St Peter's Eaton Square C of E Primary School, who is concerned about the proximity of the construction site causing various safety risks to their children. 48 comments stated concern that Crossrail 2 would bring further long term disruption to the area so soon after the station development works.

*General unresponsive comments*

3.166 147 general unresponsive comments were received about the proposals for a station at Victoria. Verbatim responses included:

---

“I oppose any Crossrail 2 station at Victoria”

“Sounds awful”

---

**Neutral/Unknown**

*Design*

3.167 Within this theme, 29 comments stated the importance of the interchange design between Crossrail 2 and other services, and 23 stated that extra capacity is required in and around the station to deal with pedestrian congestion.

*Construction*

3.168 Of the 91 comments within this theme, 29 stated that disruption from construction works must be minimised. 22 stated that demolishing any buildings should be avoided.

**Question 19: Comments about the proposals for a shaft at Victoria Coach Station**

3.169 This section looks at the responses from those who answered question 19 about the proposals for a shaft at Victoria Coach Station. Table 3.20 organises the comments received into broad themes. Themes with 25 comments or more are discussed in more detail below the table.

3.170 The total number of respondents who answered this question was 483.

**Table 3.20: Q19 Do you have any comments about the proposals for a shaft at Victoria Coach Station, between King’s Road Chelsea and Victoria?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	General unresponsive comments	77	<b>243</b>	<b>43%</b>
	Construction	50		
	Specific local issue	45		
	Suggestions/route options	33		
	Transport/capacity/connectivity	19		
Supportive	General supportive comments	210	<b>232</b>	<b>41%</b>
	Regeneration/development	14		
	Suggestions/route options	8		
Neutral/Unknown	Design	50	<b>92</b>	<b>16%</b>
	Conservation/heritage	25		
	Specific local issue	8		
	Construction	5		
	Suggestions/route options	4		
<b>Total (all comments)</b>			<b>567</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of ‘Total comments’ may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 19 can be found in Appendix D.

## Issues and concerns

### *General unsupportive comments*

- 3.171 There were 77 general unsupportive comments received about the proposals for a shaft at Victoria Coach Station. Verbatim responses included:

---

“I oppose any proposals for a shaft at Victoria Coach Station, between King’s Road Chelsea and Victoria.”

---

“Do not want shaft. Opposed to any Crossrail 2 shaft in Chelsea area”

---

### *Construction*

- 3.172 Of the 50 comments received within this theme, 23 stated concern about disruption to the local area during construction, and 20 stated concern about disruption to the operations of the coach station.

### *Specific local issue*

- 3.173 Within this theme, concern about the displacement of the coach station was mentioned in 24 comments.

### *Suggestions/route options*

- 3.174 Of the 33 comments in this theme, 22 were opposed to the route continuing on to a station at King’s Road Chelsea.

## Supportive

### *General supportive comments*

- 3.175 There were 210 general supportive comments received about the proposals for a shaft at Victoria Coach Station. Verbatim responses included:

---

“Fully supportive”

---

“I'm in support of these improvements”

---

## Neutral/Unknown

### *Design*

- 3.176 17 of the 50 comments in this theme requested further details on this proposal, and 15 comments suggested an underground passage should link Victoria station with the coach station after completion.

### *Conservation/heritage*

- 3.177 All 25 comments in this theme stated that there must be no disruption to the local aesthetic of the area, including damage to listed buildings.

## King's Road Chelsea

### Question 20: Comments about the proposals for a station at King's Road Chelsea

3.178 People were invited to answer the following question relating to King's Road Chelsea:

- Question 20: Do you have any comments about the proposals for a Crossrail 2 station at King's Road Chelsea?

3.179 Table 3.21 organises the comments received into broad themes. Themes with more than 100 comments are discussed in more detail below the table.

3.180 The total number of respondents who answered this question was 9,822.

3.181 A petition and three campaigns associated with this area were also submitted to TfL. One of these generated 6,853 individually submitted hard copy questionnaires which have been counted within the analysis of this question. More details about this and the other campaigns and petition can be found in chapter 5.

**Table 3.21: Q20 Do you have any comments about the proposals for a Crossrail 2 station at King's Road Chelsea?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	General unsupportive comments	8,873	<b>12,637</b>	<b>86%</b>
	Conservation/heritage	1,117		
	Transport/capacity/connectivity	818		
	Construction	618		
	Cost/finance	354		
Supportive	General supportive comments	992	<b>1,601</b>	<b>11%</b>
	Transport/capacity/connectivity	488		
	Economy	51		
	Design	45		
	Environmental/social	17		
Neutral/Unknown	Suggestions/route options	383	<b>478</b>	<b>3%</b>
	Economy	39		
	Design	17		
	Construction	15		
	Conservation/heritage	15		
<b>Total (all comments)</b>			<b>14,716</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 20 can be found in Appendix D.

### Issues and Concerns

#### *General unsupportive comments*

3.182 8,873 general unsupportive comments were received about the proposals for a station at King's Road Chelsea. Verbatim responses included:

---

"This is unnecessary"

---

---

“I oppose any Crossrail 2 station in Chelsea”

---

*Conservation/heritage*

- 3.183 Of the 1,117 comments received regarding conservation/heritage, 930 stated that a station at King’s Road would lead to commercialisation and spoil the character and heritage of the area. 129 comments were against the demolition of any buildings, including the Farmer’s Market.

*Transport/capacity/connectivity*

- 3.184 627 of the 818 comments received stated that the area is already well served by the London Underground and bus network, and 129 comments stated that a Crossrail 2 station at King’s Road would increase local congestion.

*Construction*

- 3.185 Within this theme, 571 comments stated concern about the significant local disruption that would occur during construction of a station at King’s Road, whilst 21 stated specific concern about disruption to local hospitals.

*Cost/finance*

- 3.186 Of the comments received for this theme, 353 comments stated that the cost of building a station at King’s Road outweighs the benefits.

**Supportive**

*General supportive comment*

- 3.187 992 comments stated general support for a station at King’s Road. Verbatim responses included:

---

“A station at Chelsea would be very welcome”

“Please build the station here!!”

---

*Transport/capacity/connectivity*

- 3.188 Of the 488 positive comments received for this theme, 340 stated that a station at King’s Road would greatly improve transport links to the area. 68 comments stated that improved public transport will alleviate local traffic issues.

**Neutral/Unknown**

*Suggestions/route options*

- 3.189 Within this theme there were 301 comments stating that a station should be located in west Chelsea, near to World End/Imperial Wharf. 144 comments stated the route should run directly between Victoria and Clapham Junction.
- 3.190 A petition and three campaigns associated with this area were also submitted to TfL. These are detailed in chapter 5.

## Clapham Junction

3.191 People were invited to answer two questions about the proposals relating to Clapham Junction. The following two questions were asked:

- Question 21: Do you have any comments about the proposals for a Crossrail 2 station at Clapham Junction?
- Question 22: Do you have any comments about the proposals for a shaft at Westbridge Road, between Clapham Junction and King’s Road Chelsea?

3.192 The following sections will discuss the responses to each question in more detail.

### Question 21: Comments about the proposals for a Crossrail 2 station at Clapham Junction

3.193 This section looks at the responses from those who answered question 21 about the proposals for a Crossrail 2 station at Clapham Junction. Table 3.22 organises the comments received into broad themes. Themes with 100 comments or more are discussed in more detail below the table.

3.194 The total number of respondents who answered this question was 1,132.

**Table 3.22: Q21 Do you have any comments about the proposals for a Crossrail 2 station at Clapham Junction?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	683	<b>918</b>	<b>58%</b>
	Transport/capacity/connectivity	155		
	Regeneration/development	77		
	Suggestions/route options	3		
Neutral/Unknown	Transport/capacity/connectivity	144	<b>374</b>	<b>24%</b>
	Suggestions/route options	120		
	Design	96		
	Regeneration/development	9		
	Construction	5		
Issues and concerns	Construction	125	<b>300</b>	<b>19%</b>
	Suggestions/route options	76		
	Transport/capacity/connectivity	45		
	General unsupportive comments	32		
	Environment/social	19		
<b>Total (all comments)</b>			<b>1,592</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of ‘Total comments’ may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 21 can be found in Appendix D.

### Supportive

#### *General supportive comments*

3.195 There were 683 comments of general support regarding a station at Clapham Junction. Verbatim responses included:

---

“sounds like a good idea....”

---

“I'm in support of these improvements”

---

*Transport/capacity/connectivity*

- 3.196 Within this theme there were 124 comments stating that Clapham Junction is an important station and this proposal would increase connectivity at the station. 25 comments stated it would relieve congestion at Waterloo and Victoria stations.

**Neutral/Unknown**

*Transport/capacity/connectivity*

- 3.197 144 comments were received stating that the current station building must be enhanced to support increased passenger numbers.

*Suggestions/route options*

- 3.198 Of the 120 comments received for this theme, 65 suggested that Northern Line should be extended to Clapham Junction at the same time as Crossrail 2 to reduce costs and disruption.

**Issues and concerns**

*Construction*

- 3.199 Within this theme, 52 comments stated concern about disruption to the day to day running of Clapham Junction station and train services during construction. There were 45 comments stating concern about the impact of construction on the surrounding area.

**Question 22: Comments about the proposals for a shaft at Westbridge Road, between Clapham Junction and King's Road Chelsea**

- 3.200 This section looks at the responses from those who answered question 22 about the proposals for a shaft at Westbridge Road.
- 3.201 Table 3.23 organises the comments received into broad themes. Themes with 25 comments or more are discussed in more detail below the table.
- 3.202 The total number of respondents who answered this question was 345.

**Table 3.23: Q22 Do you have any comments about the proposals for a shaft at Westbridge Road, between Clapham Junction and King's Road Chelsea?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	208	<b>209</b>	<b>55%</b>
	Design	1		
Issues and concerns	Suggestions/route options	46	<b>120</b>	<b>32%</b>
	Construction	27		
	Environment/social	18		
	General unsupportive comments	13		
	Design	9		
Neutral/Unknown	Conservation/heritage	23	<b>51</b>	<b>13%</b>
	Suggestions/route options	16		
	Environment/social	9		
	Transport/capacity/connectivity	2		
	Construction	1		
<b>Total (all comments)</b>			<b>380</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 22 can be found in Appendix D.

### Supportive

#### *General supportive comments*

- 3.203 There were 208 comments of general support regarding the proposals for a shaft at Westbridge Road. Verbatim responses included:

---

"This seems a sensible location for the shaft"

---

"I'm in support of these improvements"

---

### Issues and concerns

#### *Suggestions/route options*

- 3.204 Of the 46 comments, 20 opposed a station at King's Road Chelsea, and 14 stated the proposed location is unsuitable.

#### *Construction*

- 3.205 26 comments in this theme stated concern about disruption from construction works.

## Balham

3.206 People were invited to answer four questions about the proposals relating to Balham. The following four questions were asked:

- Question 23: Do you have any comments about the proposals for a Crossrail 2 station at Balham?
- Question 24: Do you have any comments about the proposals for a shaft at the eastern edge of Wandsworth Common, between Balham and Clapham Junction?
- Question 25: Do you have any comments about the proposals for a shaft at Weir Road, between Wimbledon and Balham?
- Question 26: Do you have any comments about the proposals for a shaft within the Springfield development, between Wimbledon and Balham?

3.207 The following sections will discuss the responses to each question in more detail.

### Question 23: Comments about the proposals for a Crossrail 2 station at Balham

3.208 This section looks at the responses from those who answered question 23 about the proposals for a Crossrail 2 station at Balham. Table 3.24 organises the comments received into broad themes. Themes with 500 comments or more are discussed in more detail below the table.

3.209 The total number of respondents who answered this question was 4,024.

**Table 3.24: Q23 Do you have any comments about the proposals for a Crossrail 2 station at Balham?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	Suggestions/route options	2,589	<b>8,716</b>	<b>83%</b>
	Transport/capacity/connectivity	2,207		
	Specific local issue	1,199		
	Regeneration/development	1,041		
	Construction	931		
Supportive	General supportive comments	575	<b>915</b>	<b>9%</b>
	Transport/capacity/connectivity	217		
	Cost/finance	58		
	Suggestions/route options	39		
	Design	14		
Neutral/Unknown	Suggestions/route options	588	<b>902</b>	<b>9%</b>
	Transport/capacity/connectivity	138		
	Construction	86		
	Design	53		
	Economy	30		
<b>Total (all comments)</b>			<b>10,533</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 23 can be found in Appendix D.

### Issues and concerns

#### *Suggestions/route options*

3.210 Of the 2,589 comments received for this theme, 1,774 stated support for a station at Tooting Broadway rather than Balham. 246 comments were received stating that a station at Tooting

Broadway provides more benefits, and 121 comments stated there is stronger local support for a station in Tooting rather than Balham.

*Transport/capacity/connectivity*

- 3.211 Within this theme, 1,537 comments stated a lack of support for a station at Balham because it already has sufficient transport links. There were 182 comments stating that Tooting is in need of better transport connections to reduce congestion. 116 comments stated that Crossrail 2 at Balham would add to the capacity bottleneck already seen here.

*Specific local issue*

- 3.212 Of the 1,199 comments in this theme, 942 stated that the Tooting option would provide better transport links to St. George's Hospital than a station in Balham. 225 comments were against the loss of Waitrose supermarket.

*Regeneration/development*

- 3.213 Within this theme there were 968 comments stating that Tooting Broadway is in greater need of redevelopment than Balham.

*Construction*

- 3.214 Of the 931 comments received for this theme, 541 stated that this proposal would lead to significant disruption to Balham town centre and its community. 189 were concerned about construction on Wandsworth Common and the negative impact on local schools and children who use this green space.

**Supportive**

*General supportive comments*

- 3.215 575 comments stated general support regarding a station at Balham. Verbatim responses included:

---

“Very much in favour”

“Yes - Fully supported”

---

**Neutral/Unknown**

*Suggestions/route options*

- 3.216 Of the 588 comments within this theme, 408 stated they would support a Crossrail 2 station at Streatham. 59 comments stated that more information is required about the Tooting Broadway and Balham station plans to allow respondents to make informed decisions. There were 56 comments stating support for a Crossrail 2 station at Earlsfield or Wandsworth Town to alleviate current capacity issues.
- 3.217 A petition associated with this area was also submitted to TfL. This petition is detailed in chapter 5.

### Question 24: Comments about the proposals for a shaft at the eastern edge of Wandsworth Common

3.218 This section looks at the responses from those who answered question 24 about the proposals for a shaft at the eastern edge of Wandsworth Common, between Balham and Clapham Junction. Table 3.25 organises the comments received into broad themes. Themes with 100 comments or more are discussed in more detail below the table.

3.219 The total number of respondents who answered this question was 2,572.

**Table 3.25: Q24 Do you have any comments about the proposals for a shaft at the eastern edge of Wandsworth Common, between Balham and Clapham Junction?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	Environment/social	2,852	5,956	91%
	General unsupportive comments	1,555		
	Construction	768		
	Suggestions/route options	712		
	Design	32		
Neutral/Unknown	Design	185	322	5%
	Environment/social	65		
	Construction	55		
	Transport/capacity/connectivity	9		
	Suggestions/route options	5		
Supportive	General supportive comments	282	286	4%
	Design	3		
	Economy	1		
<b>Total (all comments)</b>			<b>6,564</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 24 can be found in Appendix D.

#### Issues and concerns

##### *Environment/social*

3.220 Within this theme, 899 comments stated that the shaft would damage the Common and the local environment. There were 880 comments stating that this would negatively impact on schools that use the Common regularly. Concern for the impact on local wildlife was stated by 274 comments.

##### *General unsupportive comments*

3.221 There were 1,555 general unsupportive comments regarding the proposals for a shaft at the eastern edge of Wandsworth Common. Verbatim responses included:

---

"Always a shame to build anything on the Common"

---

"sounds like an eyesore on a lovely common"

---

### *Construction*

- 3.222 Of the 768 comments in this theme, 241 were concerned about the impact on traffic congestion, and 222 stated concern that construction traffic would pose a significant safety risk.

### *Suggestions/route options*

- 3.223 242 of the comments within this theme were supportive of the route going via Tooting Broadway rather than Balham.

### **Neutral/Unknown**

#### *Design*

- 3.224 Within this theme, 122 comments suggested that the area of the Common being used for construction is landscaped after completion, with the shaft design being in keeping with the local area.

### **Supportive**

#### *General supportive comments*

- 3.225 There were 282 comments of general support for the proposals for a shaft at the eastern edge of Wandsworth Common. Verbatim responses included:

---

“Essential, I think”

“I support the proposals for this shaft location”

---

- 3.226 A petition associated with this area was also submitted to TfL. This petition is detailed in chapter 5.

### **Question 25: Comments about the proposals for a shaft at Weir Road, between Wimbledon and Balham**

- 3.227 The comments made by respondents who answered question 25 have been combined with question 30 which asked the same question, and are reported on within the Wimbledon section of this report.

### **Question 26: Comments about the proposals for a shaft within the Springfield development, between Wimbledon and Balham**

This section looks at the responses from those who answered question 26 about the proposals for a shaft within the Springfield development, between Wimbledon and Balham. Table 3.26 organises the comments received into broad themes. Themes with 50 comments or more are discussed in more detail below the table.

- 3.228 The total number of respondents who answered this question was 730.

**Table 3.26: Q26 Do you have any comments about the proposals for a shaft within the Springfield development, between Wimbledon and Balham?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	Construction	178	<b>527</b>	<b>44%</b>
	Environment/social	129		
	Suggestions/route options	121		
	General unsupportive comments	72		
	Transport/capacity/connectivity	10		
Supportive	General supportive comments	229	<b>351</b>	<b>30%</b>
	Design	88		
	Environment/social	13		
	Suggestions/route options	12		
	Regeneration/development	5		
Neutral/Unknown	Construction	119	<b>310</b>	<b>26%</b>
	Suggestions/route options	103		
	Regeneration/development	44		
	Design	34		
	Environment/social	9		
<b>Total (all comments)</b>			<b>1,188</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 26 can be found in Appendix D.

### Issues and concerns

#### *Construction*

- 3.229 Of the 178 comments within this theme, 94 stated concern about disruption on traffic congestion and road safety. 80 comments stated concern about disruption to residents and the local community.

#### *Environment/social*

- 3.230 58 of the comments in this theme stated that green space should not be harmed and 19 stated concern for the local environment.

#### *Suggestions/route options*

- 3.231 Within this theme there were 73 comments stating a preference for the Tooting Broadway station rather than Balham, and 37 comments stating a lack of support for a station in Balham.

#### *General unsupportive comments*

- 3.232 There were 72 general unsupportive comments about the proposals for a shaft in the Springfield development.

### Supportive

#### *General supportive comments*

- 3.233 There were 229 general supportive comments about the proposals for a shaft in the Springfield development. Verbatim responses included:

“A sensible compromise I think”

“Seems a reasonable place to put it”

---

### **Neutral/Unknown**

#### *Construction*

- 3.234 73 of the comments within this theme suggested that construction works should be linked to the current site developments at Springfield to minimise disruption.

#### *Suggestions/route options*

- 3.235 With this theme, 30 comments stated they would prefer a station in Streatham, and 28 requested further information about the proposal.
- 3.236 A petition associated with this area was also submitted to TfL. This petition is detailed in chapter 5.

### **Wimbledon**

- 3.237 People were invited to answer five questions about the proposals relating to Wimbledon. The following five questions were asked:

- Question 27: Do you have any comments about the proposals for a Crossrail 2 station at Wimbledon?
- Question 28: Do you have any comments about the proposals for a tunnel portal at Gap Road, north of Wimbledon?
- Question 29: Do you have any comments about the proposals for a Crossrail 2 depot and stabling facility at Weir Road, between Wimbledon and Balham?
- Question 30: Do you have any comments about the proposals for a shaft at Weir Road, between Wimbledon and Balham?
- Question 31: Do you have any comments about the proposed turn-back and dive-under facilities at Dundonald Road, south of Wimbledon?

- 3.238 The following sections will discuss the responses to each question in more detail.

- 3.239 Question 30, which asked respondents for their comments on the proposals for a shaft at Weir Road, between Wimbledon and Balham, is reported on within the Balham section of this report.

#### **Question 27: Comments about the proposals for a Crossrail 2 station at Wimbledon**

- 3.240 This section looks at the open responses from respondents who answered question 27 about the proposals for a Crossrail 2 station at Wimbledon. Table 3.27 organises the comments received into broad themes. Themes with more than 100 comments are discussed in more detail below the table.
- 3.241 The total number of respondents who answered this question was 2,369.

**Table 3.27: Q27 Do you have any comments about the proposals for a Crossrail 2 station at Wimbledon?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	Construction	1,264	<b>4,392</b>	<b>72%</b>
	Conservation/heritage	901		
	Transport/capacity/connectivity	518		
	General unsupportive comments	487		
	Suggestions/route options	466		
Supportive	General supportive comments	447	<b>957</b>	<b>16%</b>
	Transport/capacity/connectivity	311		
	Regeneration/development	84		
	Design	38		
	Suggestions/route options	37		
Neutral/Unknown	Suggestions/route options	368	<b>760</b>	<b>12%</b>
	Design	228		
	Regeneration/development	67		
	Specific local issues	44		
	Cost/finance	40		
<b>Total (all comments)</b>			<b>6,109</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 27 can be found in Appendix D.

### Issues and concerns

#### *Construction*

- 3.242 Of the 1,264 comments relating to issues and concerns of construction, 1,129 comments stated concern over the disruption to Wimbledon town centre during construction. 81 respondents were concerned about the impact on Wimbledon station and train services during construction.

#### *Conservation/heritage*

- 3.243 Within this theme, 678 comments stated concern about the demolition of Centre Court Shopping Centre and other town centre buildings. 204 comments were concerned over the heritage of historic town centre buildings, such as the Prince of Wales pub.

#### *Transport/capacity/connectivity*

- 3.244 261 of the 518 comments received for this theme stated that Wimbledon already has good transport links and does not require Crossrail 2. 102 comments stated that Crossrail 2 should not be implemented at the loss of any of the current direct train services to Waterloo.

#### *General unsupportive comments*

- 3.245 487 general unsupportive comments were received about the proposals for a station at Wimbledon. Verbatim responses included:

---

"Against at all"

---

---

“I oppose the Crossrail 2 station at Wimbledon”

---

*Suggestions/route options*

- 3.246 Of the 466 comments giving suggestions or alternative route options, 173 comments stated dissatisfaction that only one option has been proposed within the Wimbledon plans. 160 comments request further details about the proposals for Wimbledon town centre as there is uncertainty in the current proposal documents.

**Supportive**

*General supportive comments*

- 3.247 447 comments were of general support for the proposals for a station at Wimbledon. Verbatim responses included:

---

“Support the proposals”

“An excellent idea”

---

*Transport/capacity/connectivity*

- 3.248 311 supportive comments were received for this theme. Of these, 97 comments stated that the proposals would ease congestion on services going to/from Wimbledon, and 96 comments stated that Crossrail 2 would improve interchange opportunities and enhance Wimbledon as a transport ‘hub’.

**Neutral/Unknown**

*Suggestions/route options*

- 3.249 Of the 368 comments within this theme, 270 comments suggested that the station should be underground.

*Design*

- 3.250 Within this theme, the importance of additional entrances/exits at the station was mentioned by 52 comments. 43 comments suggested that the station should be well-designed and in keeping with the architecture of the town centre.
- 3.251 A campaign associated with this area was also submitted to TfL. This campaign is detailed in chapter 5.

**Question 28: Comments about the proposals for a tunnel portal at Gap Road, north of Wimbledon**

- 3.252 This section looks at the responses from those who answered question 28 about the proposals for a tunnel portal at Gap Road. Table 3.28 organises the comments received into broad themes. Themes with 50 comments or more are discussed in more detail below the table.
- 3.253 The total number of respondents who answered this question was 825.

**Table 3.28: Q28 Do you have any comments about the proposals for a tunnel portal at Gap Road, north of Wimbledon?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	Construction	438	<b>662</b>	<b>53%</b>
	General unsupportive comments	95		
	Environment/social	48		
	Suggestions/route options	46		
	Transport/capacity/connectivity	24		
Neutral/Unknown	Suggestions/route options	271	<b>364</b>	<b>29%</b>
	Design	52		
	Construction	12		
	Transport/capacity/connectivity	11		
	Cost/finance	10		
Supportive	General supportive comments	202	<b>231</b>	<b>18%</b>
	Regeneration/development	15		
	Transport/capacity/connectivity	8		
	Environment/social	3		
	Suggestions/route options	3		
<b>Total (all comments)</b>			<b>1,257</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 28 can be found in Appendix D.

### Issues and concerns

#### *Construction*

- 3.254 Of the 438 comments within this theme, 144 stated that construction traffic will have a negative impact on the local roads. 109 stated concern about the noise and disruption of the construction works.

#### *General unsupportive comments*

- 3.255 There were 95 general unsupportive comments regarding this proposal.

### Neutral/Unknown

#### *Suggestions/route options*

- 3.256 Within this theme, 99 comments requested further information about this proposal, and 35 suggested that the portal should be located south of Wimbledon.

#### *Design*

- 3.257 30 of the 52 comments in this theme stated that an underground tunnel would reduce long term disruption, and 14 stated that the design should be discreet and unobtrusive.

### Supportive

#### *General supportive comments*

- 3.258 202 general supportive comments were received about the proposals for a tunnel portal at Gap Road. Verbatim responses included:

“seems like the most sensible place for it, agree”

“Absolutely fine - no comments or complaints from me”

### Question 29: Comments about the proposals for a Crossrail 2 depot and stabling facility at Weir Road, between Wimbledon and Balham

3.259 This section looks at the responses from those who answered question 29 about the proposals for a Crossrail 2 depot and stabling facility at Weir Road. Table 3.29 organises the comments received into broad themes. Themes with 100 comments or more are discussed in more detail below the table.

3.260 The total number of respondents who answered this question was 702.

**Table 3.29: Q29 Do you have any comments about the proposals for a Crossrail 2 depot and stabling facility at Weir Road, between Wimbledon and Balham?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	General unsupportive comments	278	<b>919</b>	<b>61%</b>
	Design	239		
	Construction	227		
	Economy	123		
	Suggestions/route options	50		
Supportive	General supportive comments	264	<b>344</b>	<b>23%</b>
	Design	66		
	Economy	14		
Neutral/Unknown	Suggestions/route options	169	<b>243</b>	<b>16%</b>
	Specific local issue	28		
	Environment/social	23		
	Construction	15		
	Regeneration/development	5		
<b>Total (all comments)</b>			<b>1,506</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of ‘Total comments’ may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 29 can be found in Appendix D.

#### Issues and concerns

##### *General unsupportive comments*

3.261 There were 278 general unsupportive comments about the proposals for a depot and stabling facility at Weir Road.

##### *Design*

3.262 Within this theme, 127 comments were unsupportive of the chosen location for the depot and stabling facility, and 108 stated concern about the availability of space in this location.

### *Construction*

- 3.263 Of the 227 comments in this theme, 94 stated that construction would cause too much disruption to the local area, and 80 stated that construction would bring noise and vehicular pollution.

### *Economy*

- 3.264 Of the 123 comments, 107 stated that this proposal would negatively impact local businesses.

### **Supportive**

#### *General supportive comments*

- 3.265 264 comments of general support were received about the proposals for a depot and stabling facility at Weir Road. Verbatim responses included:

---

“Useful”

“Seems sensible”

---

### **Neutral/Unknown**

#### *Suggestions/route options*

- 3.266 Within this theme, 90 comments requested further information about the proposals.

#### **Question 30: Comments about the proposals for a shaft at Weir Road, between Wimbledon and Balham**

- 3.267 This section looks at the responses from respondents who answered question 25 and question 30 about the proposals for a shaft at Weir Road, between Wimbledon and Balham.

This question was asked twice within the consultation, in both the Balham and Wimbledon sections of the questionnaire. The responses to these questions have been combined for reporting.

- 3.268 Table 3.30 organises the comments received into broad themes. Themes with 100 comments or more are discussed in more detail below the table.
- 3.269 The total number of respondents who answered this question was 936.

**Table 3.30: Q25 and Q30 Do you have any comments about the proposals for a shaft at Weir Road, between Wimbledon and Balham?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	Construction	269	<b>796</b>	<b>57%</b>
	General unsupportive comments	210		
	Suggestions/route options	160		
	Environment/social	76		
	Economy	42		
Supportive	General supportive comments	309	<b>400</b>	<b>29%</b>
	Regeneration/development	85		
	Transport/capacity/connectivity	3		
	Construction	3		
Neutral/Unknown	Design	155	<b>203</b>	<b>15%</b>
	Suggestions/route options	17		
	Regeneration/development	14		
	Construction	12		
	Environment/social	3		
<b>Total (all comments)</b>			<b>1,399</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for questions 25 and 30 can be found in Appendix D.

### Issues and concerns

#### *Construction*

- 3.270 Of the 269 comments in this theme, 147 stated concern about the disruption and noise that would be caused to residents, schools and the local community. 101 stated concern about the negative impact on congestion during construction.

#### *General unsupportive comments*

- 3.271 There were 210 general unsupportive comments about the proposals for a shaft at Weir Road. Verbatim responses included:

---

"Do not support"

---

"I am against it"

---

#### *Suggestions/route options*

- 3.272 Of the 160 comments for this theme, 63 comments stated a preference for the Tooting Broadway station option, and 35 stated a lack of support for a Crossrail 2 station in Balham.

### Supportive

#### *General supportive comments*

- 3.273 309 comments of general support were received about the proposals for a shaft at Weir Road. Verbatim responses included:

“A good idea in an industrial area”

“Seems sensible”

## Neutral/Unknown

### Design

- 3.274 Of the 155 comments for this theme, 111 were unsure of the exact shaft location and requested further detailed plans. 450 suggested the head house design should be in keeping with the local area.

### Question 31: Comments about the proposed turn-back and dive-under facilities at Dundonald Road, south of Wimbledon

- 3.275 This section looks at the responses from those who answered question 31 about the proposed turn-back and dive-under facilities at Dundonald Road, south of Wimbledon. Table 3.31 organises the comments received into broad themes. Themes with 100 comments or more are discussed in more detail below the table.
- 3.276 The total number of respondents who answered this question was 833.

**Table 3.31: Q31 Do you have any comments about the proposed turn-back and dive-under facilities at Dundonald Road, south of Wimbledon?**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	Construction	536	<b>1,298</b>	<b>66%</b>
	General unsupportive comments	436		
	Design	259		
	Cost/finance	38		
	Regeneration/development	15		
Neutral/Unknown	Design	190	<b>445</b>	<b>23%</b>
	Suggestions/route options	122		
	Environment/social	58		
	Transport/capacity/connectivity	30		
	Conservation/heritage	16		
Supportive	General supportive comments	185	<b>213</b>	<b>11%</b>
	Design	28		
<b>Total (all comments)</b>			<b>1,956</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of ‘Total comments’ may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 31 can be found in Appendix D.

## Issues and concerns

### Construction

- 3.277 Within this theme, 259 comments stated that construction would have an adverse effect on the local residential area. There were 95 comments stating that construction would cause noise pollution, and 78 stating concern about increased traffic congestion.

### *General unsupportive comments*

- 3.278 There were 436 general unsupportive comments about the proposed turn-back and dive-under facilities at Dundonald Road. Verbatim responses included:

---

“I oppose the turn-back and dive-under facilities at Dundonald Road”

“It’s too disruptive and ugly

---

### *Design*

- 3.279 Within this theme 253 comments were unsupportive of the chosen location for the turn-back and dive-under facilities.

#### **Neutral/Unknown**

### *Design*

- 3.280 187 of the 190 comments within this theme stated that this proposal was too vague and that further information was required.

### *Suggestions/route options*

- 3.281 Amongst the suggestions given in this theme, 34 comments suggested the tunnel should be located further south, between Raynes Park and Wimbledon.

#### **Supportive**

### *General supportive comments*

- 3.282 185 comments stated general support for the proposed turn-back and dive-under facilities at Dundonald Road. Verbatim responses included:

---

“Sounds fine”

“Happy with the proposal”

---

## **Broxbourne Branch**

- 3.283 People were invited to answer three questions about the proposals relating to the Broxbourne branch. The following questions were asked:

- Question 32: Do you have any comments on the proposals for Crossrail 2 at Broxbourne, Cheshunt and Waltham Cross stations?
- Question 33: Do you have any comments on the proposals for Crossrail 2 at stations between Enfield Lock and Tottenham Hale?
- Question 34: Do you have any comments on proposals to remove level crossings on the Broxbourne branch and replace with alternative access across or around the railway?

- 3.284 The following sections will discuss the responses to each question in more detail.

### Question 32: Comments on the proposals for Crossrail 2 at Broxbourne, Cheshunt and Waltham Cross stations

3.285 This section looks at the responses from those who answered question 32 about the proposals for Crossrail 2 at Broxbourne, Cheshunt and Waltham Cross stations. Table 3.32 organises the comments received into broad themes. Themes with 25 comments or more are discussed in more detail below the table.

3.286 The total number of respondents who answered this question was 454.

**Table 3.32: Q32 Do you have any comments on the proposals for Crossrail 2 at Broxbourne, Cheshunt and Waltham Cross stations?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	308	<b>308</b>	<b>49%</b>
Neutral/Unknown	Suggestions/route options	164	<b>254</b>	<b>41%</b>
	Design	44		
	Transport/capacity/connectivity	22		
	Regeneration/development	21		
	Costs	3		
Issues and concerns	Environment/social	27	<b>61</b>	<b>10%</b>
	General unsupportive comments	19		
	Construction	10		
	Transport/capacity/connectivity	5		
<b>Total (all comments)</b>			<b>623</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 32 can be found in Appendix D.

#### Supportive

##### *General supportive comments*

3.287 308 comments of general support were received about the proposals for Crossrail 2 stations at Broxbourne, Cheshunt and Waltham Cross. Verbatim responses included:

---

“Great idea, ASAP please”

---

“Strongly support”

---

#### Neutral/Unknown

##### *Suggestions/route options*

3.288 Within this theme, 37 comments suggested that this branch line should extend further north towards Stansted Airport, and 34 suggested it should extend to Hertford East. 23 comments stated that more stations should be considered for inclusion on this route.

##### *Design*

3.289 Of the 44 comments received, 20 stated that the stations must be step free.

## Issues and concerns

### *Environment/social*

- 3.290 27 comments stated concern about the negative impact this proposal would have on local wildlife, and eight stated concern about the impact on the local community.

### **Question 33: Comments on the proposals for Crossrail 2 at stations between Enfield Lock and Tottenham Hale**

- 3.291 This section looks at the responses from those who answered question 33 about the proposals for Crossrail 2 at stations between Enfield Lock and Tottenham Hale. Table 3.33 organises the comments received into broad themes. Themes with more than 25 comments are discussed in more detail below the table.

- 3.292 The total number of respondents who answered this question was 292.

**Table 3.33: Q33 Do you have any comments on the proposals for Crossrail 2 at stations between Enfield Lock and Tottenham Hale?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	181	<b>182</b>	<b>56%</b>
	Regeneration/development	1		
Neutral/Unknown	Suggestions/route options	40	<b>107</b>	<b>33%</b>
	Design	25		
	Regeneration/development	19		
	Transport/capacity/connectivity	16		
	Specific local issue	4		
Issues and concerns	General unsupportive comments	20	<b>37</b>	<b>11%</b>
	Suggestions/route options	6		
	Specific local issue	4		
	Cost/finance	2		
	Environment/social	2		
<b>Total (all comments)</b>			<b>326</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 33 can be found in Appendix D.

### **Supportive**

#### *General supportive comments*

- 3.293 There were 181 comments of general support for the proposals for stations between Enfield Lock and Tottenham Hale. Verbatim responses included:

---

“These are all good ideas”

“Looks like a good expansion”

---

## Neutral/Unknown

### *Suggestions/route options*

- 3.294 Of the 40 comments received for this theme, ten suggested an additional station is needed between Ponders End and Angel Road (Pickett’s Lock).

### **Question 34: Comments on proposals to remove level crossings on the Broxbourne branch**

- 3.295 This section looks at the responses from those who answered question 34 about the proposals to remove level crossings on the Broxbourne branch. Table 3.34 organises the comments received into broad themes. Themes with 50 comments or more are discussed in more detail below the table.
- 3.296 The total number of respondents who answered this question was 363.

**Table 3.34: Q34 Do you have any comments on proposals to remove level crossings on the Broxbourne branch and replace with alternative access across or around the railway?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	240	<b>382</b>	<b>70%</b>
	Environment/social	60		
	Transport/capacity/connectivity	52		
	Suggestions/route options	12		
	Design	6		
Neutral/Unknown	Design	56	<b>121</b>	<b>22%</b>
	Transport/capacity/connectivity	31		
	Specific local issue	14		
	Suggestions/route options	13		
	Construction	4		
Issues and concerns	Suggestions/route options	19	<b>43</b>	<b>8%</b>
	General unsupportive comments	9		
	Construction	4		
	Cost/finance	4		
	Transport/capacity/connectivity	4		
<b>Total (all comments)</b>			<b>546</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of ‘Total comments’ may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 34 can be found in Appendix D.

## Supportive

### *General supportive comments*

- 3.297 There were 240 comments of general support for the proposals to remove level crossings on the Broxbourne branch. Verbatim responses included:

---

“Removal of any level crossing is welcome”

---

“It’s a great idea, they are terrible things”

---

### *Environment/social*

- 3.298 Of the 60 comments received, 48 comments stated that the removal of the level crossings would increase public safety, and there were 12 comments stating it would be safer for trains to pass through without issues.

### *Transport/capacity/connectivity*

- 3.299 Within this theme, 23 comments were supportive of this proposal as long as there would still be sufficient access across the railway. 13 comments stated the proposal would be beneficial in the long term.

### **Neutral/Unknown**

#### *Design*

- 3.300 Within this theme, respondents gave suggestions on design elements of the potential replacement crossings. 18 comments stated the new crossing must be a bridge or underpass, not a diversion around the railway, and 12 stated support for a bridge.

### **South West Branches**

- 3.301 People were invited to answer five questions about the proposals relating to the South West branches. The following questions were asked:
- Question 35: Do you have any comments on proposals for Crossrail 2 at Raynes Park, Motspur Park and New Malden stations?
  - Question 36: Do you have any comments on the proposals to remove both the level crossings on West Barnes Lane near Motspur Park station, and Elm road near New Malden station, and replace with alternative access across or around the railway?
  - Question 37: Do you have any comments on proposals for Crossrail 2 at stations between Epsom and Worcester Park?
  - Question 38: Do you have any comments on proposals for Crossrail 2 at stations between Chessington South and Malden Manor?
  - Question 39: Do you have any comments on the proposals for Crossrail 2 at stations between Hampton Court and Berrylands?
  - Question 40: Do you have any comments on the proposals for Crossrail 2 at stations between Shepperton and Norbiton?

- 3.302 The following sections will discuss the responses to each question in more detail.

#### **Question 35: Comments on proposals for Crossrail 2 at Raynes Park, Motspur Park and New Malden stations**

- 3.303 This section looks at the responses from those who answered question 35 about the proposals for Crossrail 2 at Raynes Park, Motspur Park and New Malden stations. Table 3.35 organises the comments received into broad themes. Themes with 100 comments or more are discussed in more detail below the table.
- 3.304 The total number of respondents who answered this question was 839.

**Table 3.35: Q35 Do you have any comments on proposals for Crossrail 2 at Raynes Park, Motspur Park and New Malden stations?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	451	<b>540</b>	<b>42%</b>
	Transport/capacity/connectivity	70		
	Regeneration/development	9		
	Suggestions/route options	8		
	Economy	2		
Neutral/Unknown	Design	164	<b>392</b>	<b>30%</b>
	Regeneration/development	102		
	Suggestions/route options	72		
	Transport/capacity/connectivity	37		
	Construction	6		
Issues and concerns	Transport/capacity/connectivity	94	<b>365</b>	<b>28%</b>
	General unsupportive comments	75		
	Environment/social	71		
	Construction	55		
	Suggestions/route options	44		
<b>Total (all comments)</b>			<b>1,297</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 35 can be found in Appendix D.

### Supportive

#### *General supportive comments*

- 3.305 There were 451 comments of general support for the proposals for Crossrail 2 at Raynes Park, Motspur Park and New Malden stations. Verbatim responses included:

---

“Fully support these proposals”

“Generally, all suggested proposals would have a most beneficial effect”

---

### Neutral/Unknown

#### *Design*

- 3.306 Of the 164 comments received, 58 comments requested further information about the proposals, and 33 stated that stations must be made fully accessible.

#### *Regeneration/development*

- 3.307 Within this theme, 57 comments stated that the stations should be upgraded as part of the proposals, and 43 comments specifically stated the need for Raynes Park station to be upgraded to cope with increased passenger numbers.

**Question 36: Comments on the proposals to remove both the level crossings on West Barnes Lane near Motspur Park station, and Elm road near New Malden station, and replace with alternative access across or around the railway**

3.308 This section looks at the responses from those who answered question 36 about the proposals to remove both the level crossings on West Barnes Lane near Motspur Park station, and Elm Road near New Malden station, and replace with alternative access across or around the railway. Table 3.36 organises the comments received into broad themes. Themes with 50 comments or more are discussed in more detail below the table.

3.309 The total number of respondents who answered this question was 727.

**Table 3.36: Q36 Do you have any comments on the proposals to remove both the level crossings on West Barnes Lane near Motspur station, and Elm road near New Malden station, and replace with alternative access across or around the railway?**

	Key Themes	Number of comments	Total comments	% comments
Neutral/Unknown	Suggestions/route options	358	<b>408</b>	<b>38%</b>
	Transport/capacity/connectivity	44		
	Design	2		
	Specific local issue	2		
	Conservation/heritage	1		
Supportive	General supportive comments	301	<b>390</b>	<b>36%</b>
	Environment/social	57		
	Suggestions/route options	23		
	Transport/capacity/connectivity	9		
Issues and concerns	Transport/capacity/connectivity	128	<b>271</b>	<b>25%</b>
	Environment/social	71		
	General unsupportive comments	52		
	Construction	17		
	Suggestions/route options	3		
<b>Total (all comments)</b>			<b>1,069</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 36 can be found in Appendix D.

### Neutral/Unknown

#### *Suggestions/route options*

3.310 Within this theme, 214 comments suggested that there should be a bridge or tunnel over the railway to replace the level crossings, rather than a diversion around the railway. There were 94 comments requesting further information about the proposals.

### Supportive

#### *General supportive comments*

3.311 301 comments stated general support for the proposals to remove the level crossings. Verbatim responses included:

---

"I would agree with closing level crossings"

---

“Well overdue, and should be done whatever becomes of Crossrail 2”

---

*Environment/social*

- 3.312 There were 57 comments stating support for the removal of the level crossings as this would increase safety.

**Issues and concerns**

*Transport/capacity/connectivity*

- 3.313 Of the 128 comments received for this theme, 119 stated concern about the increase in traffic congestion if the level crossings are closed.

*Environment/social*

- 3.314 Within this theme, 51 comments stated concern about disruption to local residents and businesses caused by a new alternative to the current level crossings.

*General unsupportive comments*

- 3.315 52 general unsupportive comments were received about the proposals to remove the level crossings.

**Question 37: Comments on proposals for Crossrail 2 at stations between Epsom and Worcester Park**

- 3.316 This section looks at the responses from those who answered question 37 about the proposals for Crossrail 2 at stations between Epsom and Worcester Park.
- 3.317 Table 3.37 organises the comments received into broad themes. Themes with 100 comments or more are discussed in more detail below the table.
- 3.318 The total number of respondents who answered this question was 648.

**Table 3.37: Q37 Do you have any comments on proposals for Crossrail 2 at stations between Epsom and Worcester Park?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	383	<b>751</b>	<b>66%</b>
	Transport/capacity/connectivity	202		
	Suggestions/route options	94		
	Regeneration/development	44		
	Design	14		
Neutral/Unknown	Suggestions/route options	127	<b>192</b>	<b>17%</b>
	Transport/capacity/connectivity	58		
	Design	4		
	Regeneration/development	3		
Issues and concerns	Transport/capacity/connectivity	127	<b>191</b>	<b>17%</b>
	General unsupportive comments	20		
	Suggestions/route options	14		
	Construction	11		
	Environment/social	10		
<b>Total (all comments)</b>			<b>1,134</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 37 can be found in Appendix D.

## Supportive

### *General supportive comments*

- 3.319 383 comments stated general support for the proposals for stations between Epsom and Worcester Park. Verbatim responses included:

---

"I think this is a good idea and I fully support these proposals"

"Very much in favour"

---

### *Transport/capacity/connectivity*

- 3.320 Within this theme, 50 comments stated this proposal would support growing passenger number, and 40 stated it would help alleviate congestion at Worcester Park. There were 36 comments noting the improved connection with central London this proposal would provide.

## Neutral/Unknown

### *Suggestions/route options*

- 3.321 Of the 127 comments received for this theme, 35 stated that the Oyster system should be extended to all stations on this branch line. 34 comments suggested extending the proposals beyond Epsom to Leatherhead or Dorking.

## Issues and concerns

### *Transport/capacity/connectivity*

- 3.322 60 of the 127 comments within this theme stated concern about the loss of direct services to Waterloo as part of the proposals. Concern about the proposed capacity and frequency of services not being sufficient was stated in 26 comments.

### **Question 38: Comments on proposals for Crossrail 2 at stations between Chessington South and Malden Manor**

- 3.323 This section looks at the responses from those who answered question 38 about the proposals for Crossrail 2 at stations between Chessington South and Malden Manor. Table 3.38 organises the comments received into broad themes. Themes with 50 comments or more are discussed in more detail below the table.
- 3.324 The total number of respondents who answered this question was 413.

**Table 3.38: Q38 Do you have any comments on proposals for Crossrail 2 at stations between Chessington South and Malden Manor?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	222	<b>347</b>	<b>55%</b>
	Transport/capacity/connectivity	87		
	Economy	26		
	Regeneration/development	12		
Issues and concerns	Suggestions/route options	52	<b>145</b>	<b>23%</b>
	Cost/finance	38		
	Transport/capacity/connectivity	21		
	General unsupportive comments	15		
	Environment/social	13		
Neutral/Unknown	Suggestions/route options	60	<b>138</b>	<b>22%</b>
	Regeneration/development	41		
	Design	28		
	Transport/capacity/connectivity	9		
<b>Total (all comments)</b>			<b>630</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 38 can be found in Appendix D.

## Supportive

### *General supportive comments*

- 3.325 222 comments stated general support for the proposals for stations between Chessington South and Malden Manor. Verbatim responses included:

---

"Great to have"

"seems sensible..."

---

*Transport/capacity/connectivity*

- 3.326 Of the 87 comments in this theme, 46 comments welcomed an increase in train frequency on the line, and 15 comments stated support as current connections are poor and need improving.

**Issues and concerns**

*Suggestions/route options*

- 3.327 Within this theme, 25 comments stated that this branch line is less of a priority than other areas as there are no issues with capacity or overcrowding at present. There were 21 comments stating that Crossrail 2 services should be in addition to current train services on this line and should not replace services to Waterloo.

**Neutral/Unknown**

*Suggestions/route options*

- 3.328 Respondents suggested destinations where this Crossrail 2 branch could extend to. Suggestions included extending to Leatherhead (24 comments) and Chessington World of Adventures (13 comments).

**Question 39: Comments on the proposals for Crossrail 2 at stations between Hampton Court and Berrylands**

- 3.329 This section looks at the responses from those who answered question 39 about the proposals for Crossrail 2 stations between Hampton Court and Berrylands.
- 3.330 Table 3.39 organises the comments received into broad themes. Themes with 50 comments or more are discussed in more detail below the table.
- 3.331 The total number of respondents who answered this question was 660.

**Table 3.39: Q39 Do you have any comments about the proposals for Crossrail 2 stations between Hampton Court and Berrylands?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	375	<b>455</b>	<b>49%</b>
	Transport/capacity/connectivity	54		
	Suggestions/route options	17		
	Design	8		
	Economy	1		
Neutral/Unknown	Suggestions/route options	138	<b>204</b>	<b>22%</b>
	Regeneration/development	28		
	Transport/capacity/connectivity	24		
	Cost/finance	7		
	Conservation/heritage	6		
Issues and concerns	Transport/capacity/connectivity	191	<b>264</b>	<b>29%</b>
	General unsupportive comments	32		
	Specific local issue	14		
	Construction	10		
	Environment/social	7		
<b>Total (all comments)</b>			<b>922</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 39 can be found in Appendix D.

## Supportive

### *General supportive comments*

- 3.332 There were 375 general supportive comments about the proposals for stations between Hampton Court and Berrylands. Verbatim responses included:

---

“Agree with the proposals”

---

“Looks like a good extension”

---

### *Transport/capacity/connectivity*

- 3.333 Of the 54 comments in this theme, 21 stated this proposal would relieve pressure at Surbiton, and 15 comments were received in support of the proposed improvements to Berrylands station.

## Neutral/Unknown

### *Suggestions/route options*

- 3.334 Within this theme, 40 comments requested further information on this proposal, and 30 comments stated that this Crossrail 2 branch line should not be at the expense of the frequency and speed of the current South West Trains line from Surbiton.

## Issues and concerns

### *Transport/capacity/connectivity*

- 3.335 Of the 191 comments received for this theme, 94 were opposed to the removal of direct Waterloo services due to the added inconvenience of having to change trains. 53 comments stated that changing trains to reach Waterloo would lead to further overcrowding at interchange stations such as Wimbledon and Surbiton. 26 comments stated that this branch line is not needed.
- 3.336 A petition associated with this area was also submitted to TfL. This petition is detailed in chapter 5.

### **Question 40: Comments on the proposals for Crossrail 2 at stations between Shepperton and Norbiton**

- 3.337 This section looks at the responses from those who answered question 40 about the proposals for Crossrail 2 stations between Shepperton and Norbiton. Table 3.40 organises the comments received into broad themes. Themes with 50 comments or more are discussed in more detail below the table.
- 3.338 The total number of respondents who answered this question was 830.

**Table 3.40: Q40 Do you have any comments about the proposals for Crossrail 2 stations between Shepperton and Norbiton?**

	Key Themes	Number of comments	Total comments	% comments
Supportive	General supportive comments	571	<b>572</b>	<b>53%</b>
	Design	1		
Neutral/Unknown	Suggestions/route options	209	<b>281</b>	<b>26%</b>
	Design	63		
	Regeneration/development	9		
Issues and concerns	Transport/capacity/connectivity	94	<b>223</b>	<b>21%</b>
	General unsupportive comments	44		
	Design	28		
	Construction	21		
	Specific local issue	18		
<b>Total (all comments)</b>			<b>1,076</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 40 can be found in Appendix D.

### **Supportive**

#### *General supportive comments*

- 3.339 571 comments stated general support for the proposals for stations between Shepperton and Norbiton. Verbatim responses included:

---

"Fantastic"

---

“This should happen!”

---

### **Neutral/Unknown**

#### *Suggestions/route options*

- 3.340 Of the 209 comments in this theme, 72 comments stated that a link to Twickenham should be included, and 36 stated that all Crossrail 2 services should continue on past Hampton Wick to serve Teddington.

#### *Design*

- 3.341 Within this theme, 53 comments stated that the stations would need improving to allow for Crossrail 2, including improving car parking and accessibility.

### **Issues and concerns**

#### *Transport/capacity/connectivity*

- 3.342 Of the 94 comments received, 62 stated concern about the impact this proposal would have on current train services, and 31 stated that to reduce journey times Crossrail 2 should not stop at all stations on this branch line.

## 4 Quality of the Consultation

4.1 At the end of the questionnaire, respondents were invited to leave comments regarding the quality of the consultation, including for example the information provided, maps and plans, the website and questionnaire. A wide range of comments were received; Table 4.1 details the themes discussed. Themes with 300 comments or more are discussed in more detail below the table.

4.2 The total number of respondents who answered this question was 7,443.

**Table 4.1: Q48 Please tell us what you think about the quality of this consultation**

	Key Themes	Number of comments	Total comments	% comments
Issues and concerns	General negative statement	2,444	<b>8,385</b>	<b>64%</b>
	Materials	2,436		
	Publicity	1,411		
	Questionnaire	734		
	Website	390		
Supportive	General positive statement	3,695	<b>4,030</b>	<b>31%</b>
	Materials	172		
	Website	114		
	Publicity	30		
	Events	18		
Neutral	Proposals adequate/OK	656	<b>666</b>	<b>5%</b>
	Future updates	10		
<b>Total (all comments)</b>			<b>13,081</b>	

Only the top 5 key themes are included in each section of the table. Therefore, the number of 'Total comments' may be higher than the total of the top 5 key themes. A full breakdown of themes and detailed comments for question 48 can be found in Appendix D.

### Issues and concerns

#### *General negative statement*

4.3 2,444 general negative comments were made regarding the quality of the consultation.

#### *Materials*

4.4 Within this theme, 1,292 comments stated that the level of detail was poor, or that there was a lack of evidence given. There were also 426 comments that stated that no explanation was given as to why previous proposals, such as Tooting/Twickenham etc. had been dropped.

*Publicity*

- 4.5 Of the comments received for this theme there were 1,151 comments stating that the consultation had been badly publicised.

*Questionnaire*

- 4.6 262 of the 734 comments received were around the complexity of the questionnaire. 171 comments suggested the questionnaire was biased/misleading, and 160 stated there was little opportunity to question the proposals.

*Website*

- 4.7 Within this theme, 283 comments stated that the maps were unclear in relation to station plans/shaft locations etc.

**Supportive**

*Positive statement*

- 4.8 There were 3,695 general positive comments about the quality of the consultation. Verbatim responses included:

---

“Very good”

“It has been quite good”

---

*Materials*

- 4.9 Of the comments received for this theme, 166 comments stated that the materials and information presented in the consultation were clear.

**Neutral**

*Proposals adequate/OK*

- 4.10 656 comments stated that the quality of the consultation was adequate or OK.

## 5 Petitions and Campaigns

- 5.1 A number of petitions and campaigns were sent directly to TfL during the consultation period. These petitions and campaigns are considered and detailed in this section. This section reports only on those petitions and campaigns sent directly to TfL for consideration during the consultation. TfL is aware of other petitions and campaigns, such as the *Save the Curzon Soho Cinema* petition and *Say No to Crossrail in Chelsea* petition.
- 5.2 A petition is defined as a response to the consultation usually taking the form of a statement about a specific proposal with multiple signatures against it.
- 5.3 A campaign is defined as an organised action to support a common response to the consultation followed by a number of people, while promoting a central idea. Campaign responses tended not to follow the format of the questionnaire, but to adopt their own formats, whether by emailing points directly or by modifying the text of the questionnaire to include the central idea.

### Petitions

- 5.4 The following nine groups have submitted responses to the consultation for which they have received signatures/online submissions to support the exact wording of their statement, unless otherwise specified. The information for each petition below is ordered by the number of signatures, from the most signatures to the least signatures. The total number of signatures on each petition in this section is not counted in the total count of consultation responses stated earlier in the report in Chapter 3, paragraph 3.1.

#### **Angel – Electrowerkz**

- 5.5 A petition started by associates of the Electrowerkz venue in Angel, specifically the organiser of the ‘Slimelight’ music night which occurs monthly. There was a misunderstanding by the group that the venue was safeguarded and therefore likely to be demolished as part of any Crossrail 2 works. The property is safeguarded as the proposed tunnels would go underneath the venue but there are no proposals to demolish or use the site for construction.
- 5.6 The petition was organised via the change.org website and attracted 4,093 signatures at the time of submission. The names were submitted chronologically with no option for variation or comment. The petition was addressed to the Mayor of London.
- 5.7 The petition text itself (see Appendix F) specifically states ‘*Stop Crossrail demolishing another iconic London music venue – Electrowerkz*’. The wider petition page highlights:
- A trend of music venues being closed in London, such as the Astoria during Crossrail construction; and,
  - The need for cultural venues to be retained for the character of London.

### **Tooting Broadway/Balham – *Balham or Tooting***

- 5.8 This survey was conducted by the prospective parliamentary candidate for Tooting, Dan Watkins. He setup a website, [balhamortooting.org.uk](http://balhamortooting.org.uk), and promoted it as a means for residents to express a preference for the current proposed route via Balham or the previous proposals via Tooting Broadway.
- 5.9 The petition data was an export from the website, listing ‘resident 1’, resident 2’ etc. A total of 3,189 notes of preference were given to the website. A submission from Dan Watkins also highlighted his experiences of speaking to people about the proposals that there was a strong preference for people in Tooting to have Crossrail 2 go via Tooting Broadway, and that the proposed construction works were not perceived to be enough of a drawback. The preference stated in the submission stated that 83% of people who responded to the petition were in favour of the route via Tooting Broadway.
- 5.10 See Appendix F for more details.

### **Wandsworth Common – *Save Wandsworth Common Again***

- 5.11 The petition relates to the proposed ventilation shaft in Wandsworth Common. A Crossrail 2 alignment via Balham necessitates a ventilation shaft in the area of Wandsworth Common, to support the running tunnels between Clapham Junction and Balham. Save Wandsworth Common Again object to this proposal and subsequently created a petition to oppose the proposal.
- 5.12 The petition was organised via an e-petition on the Wandsworth Common website, as well as a local paper petition. The total number of signatories for the petition was 2,967.
- 5.13 The campaign highlights issues related to the following:
- Loss of green space;
  - Disruption to the community; and,
  - Safety risk to children.
- 5.14 The petitioners also feel that the route via Balham is not the optimal route for the scheme.
- 5.15 The text of the petition is outlined in Appendix F.

### **Streatham – *Streatham Action Group***

- 5.16 This petition was organised via an online campaign, via the Streatham action group website, along with a paper petition campaign. It had a total of 2,250 responses.
- 5.17 The petition suggests changing the route south of Clapham Junction to serve Streatham via Tooting Broadway. They suggest that this route would avoid the geological issues around Tooting.
- 5.18 The petition highlights the issues relating to demand in Streatham as follows:
- An steep increase in demand at Streatham rail stations in recent years;
  - The lack of proposed transport improvements in the Mayor’s 2050 vision;
  - The case for economic regeneration in Streatham; and,
  - The relief to the Northern and Victoria lines by providing more infrastructure in Streatham.
- 5.19 The text of the petition is outlined in Appendix F.

### **Dalston – Save Bradbury Street**

- 5.20 This petition was in relation to Bradbury Street in Dalston. Under Crossrail 2 proposals, the south side of the street would be used as a worksite for construction of the scheme.
- 5.21 The petition reads as follows: *‘Greetings, Save Bradbury Street from proposed demolition: There is an alternative.’*
- 5.22 The petition was organised online via change.org and received a total of 126 online signatures. A further 384 signatures were submitted electronically by the campaign.
- 5.23 The petition is addressed to Michèle Dix, Managing Director Crossrail 2, and highlights that there are alternatives to the site at Bradbury Street. It highlights impacts on the community if the street is utilised for construction works.
- 5.24 A full breakdown of the comments can be found in Appendix F.

### **Shoreditch Park – Save Shoreditch Park**

- 5.25 This petition was in relation to the proposed Shoreditch Park ventilation shaft. One of the options under the current proposals involves using part of Shoreditch Park as a construction site, with a smaller part of the park being used for a permanent ventilation shaft.
- 5.26 The petition was organised by the councillors of the ‘Hoxton East and Shoreditch’ Ward and ‘Hoxton West’ Ward. Signatures were collected online via the iPetitions.com website. It attracted a total of 344 signatures. The site allowed for qualitative comments to be added to signatures. The petition was addressed to Transport for London.
- 5.27 The main issues highlighted by the petition were:
- Improvements to public transport in Hackney should not be at the expense of green space;
  - The park is the main green space for people in the surrounding, densely populated area;
  - The park is well used, for sports, community events and recreation by the local population; and,
  - The park is not suitable as a construction site.
- 5.28 A full breakdown of the detailed comments given by respondents can be found in Appendix F, alongside the exact wording of the petition.

### **Surbiton – Kingston Lib Dems**

- 5.29 This petition was organised by the Kingston Liberal Democrats (KLD) regarding the current provision of non-stop trains to Waterloo.
- 5.30 The text from the petition form reads *‘I call on the Government and Mayor of London to guarantee that Surbiton to Waterloo non-stopping services will continue under Crossrail 2.’*
- 5.31 The text from the accompanying submission to the petition highlights a quote from Aug 2015 Wessex Route study where Network Rail comment that freed up capacity on the slow lines could be used by suburban trains to free up capacity for regional trains on the fast lines of the SWML.
- 5.32 The group set up a petition to the government and Mayor seeking to guarantee fast services from Surbiton into Waterloo along with Crossrail 2. The petition attracted 196 signatures.

### **Earlsfield – Residents of Littleton Street, SW18**

- 5.33 This was a paper petition organised by residents of Littleton Street in Earlsfield. The petition relates to both the impacts along the tunnelled route as well as the impact on Earlsfield train station. The petition was addressed to Michèle Dix, Managing Director Crossrail 2 and attracted 87 signatures.
- 5.34 Due to trains being diverted into Crossrail 2 tunnels, Earlsfield would experience fewer trains under Crossrail 2 proposals.
- 5.35 The campaign highlighted other issues such as:
- An opposition to a station at Balham;
  - A potential impact on Wandsworth Common;
  - Concerns about ventilation shafts in Weir Road and Springfield Hospital; and,
  - Concerns regarding the depths of tunnels beneath Littleton Street.
- 5.36 The text of the petition is outlined in Appendix F.

### **Chelsea – Organisations in Kensington and Chelsea**

- 5.37 This petition was signed by the representatives of various organisations within the Kensington and Chelsea area in support of a station on King's Road. The signatories are mainly from commercial, public sector and cultural organisations, which the petition text highlights, are both major employers as well as destinations for visitors in the borough. The petition was also signed by the local MP for Kensington. In total, there were 47 signatories.
- 5.38 The petition highlights that the signatories have an interest in the future of the area, whilst preserving its character. The letter states that Kensington and Chelsea does not have good connections to the wider London transport network, and that having a well-designed station on King's Road could bring benefits to the wider area.
- 5.39 The group highlights the benefits of having a Crossrail 2 station at King's Road, as follows:
- Safeguard work of various businesses in their respective specialisms;
  - Make it easier to recruit and retain staff by bringing the area into easier commuting distance; and,
  - Making the area more accessible for locals and visitors.
- 5.40 The text of this petition is outlined in Appendix F.

## **Campaigns**

- 5.41 Groups in this category encouraged a common statement in response to consultation, and in some instances facilitated the submission of the responses for members of the public. Some campaigns provided individual forms for people to fill in while others simply encouraged a similar statement to submit through TfL's Consultation Tool. Submissions were largely made by individuals to the consultation, often with supplementary comments, so it has not been possible to quantify the number of submissions generated by every campaign. Where possible the campaigns below are ordered by the number of respondents, the greatest number first.

### **No to Crossrail in Chelsea**

- 5.42 This campaign was started by local residents in Chelsea against the proposed station in the King's Road area.

- 5.43 The group have previously campaigned against the safeguarding of Dovehouse Green and the Fire Station in response to previous rounds of consultation. In the current consultation, they campaigned against a station in Chelsea overall, stating a preference that the route does not stop at any location in Chelsea, going directly from Clapham Junction to Victoria.
- 5.44 The campaign was headed by a local resident who requested delivery of several hundred hardcopy questionnaires early in the consultation to distribute to residents. From the hardcopy questionnaire, they produced their own shortened version of the questionnaire, showing only questions 41-46 (personal details), 18-20 (Victoria Station, Victoria Coach Station Shaft, King's Road Chelsea) and 47-48 (Organisation name and comments on consultation). These questions, and the answer boxes associated with them, were exact photocopies of the questions and answers on the consultation questionnaire shown in Appendix A.
- 5.45 The campaign encouraged residents to respond to the consultation indicating they disagree with the proposed station at King's Road. Each resident was able to leave their own comments, although the majority reflected the points highlighted by the campaign:
- A station would negatively impact the character of Chelsea;
  - A station in Chelsea is not needed due to the areas proximity to Sloane Square and West Kensington Stations; and,
  - A station in Chelsea would cost over £1 billion.
- 5.46 6,853 of the shortened questionnaires were received via mail and hand delivery to the TfL office, and have been counted within the analysis of responses in Chapter 3 as they were delivered individually and contained original consultation questions and answer boxes.
- Imperial Wharf**
- 5.47 This campaign was organised to support a Crossrail 2 station in the Imperial Wharf area of Chelsea instead of the King's Road option.
- 5.48 The campaign created their own consultation response form, including questions 41-46 (personal details), a variation of question 20 (King's Road Chelsea) with a partly pre-populated answer, and question 1 (general comments). The forms were centrally organised by the campaign and delivered together to the TfL office.
- 5.49 The campaign encourages residents to highlight the benefits of constructing a station at Imperial Wharf, such as:
- Enabling housing development;
  - Improvements to transport provision in the area; and,
  - Increased station usage compared to the King's Road Station proposal.
- 5.50 A further comment from respondents in this campaign was that, similar to the No Crossrail in Chelsea positioning, a station was not needed on the King's Road.
- 5.51 The campaign attracted 1,075 forms. Due to the variation in the questioning, and mass delivery, these have not been analysed alongside the main consultation responses in Chapter 3.
- 5.52 A full breakdown of the detailed comments given by respondents can be found in Appendix F.

### **Love Wimbledon BID**

- 5.53 This campaign was organised by the Love Wimbledon Business Improvement District (BID) organisation. The organisation represents 430 member businesses in Wimbledon. Individual responses were received by email and many respondents customised their responses so it was not feasible to fully measure the number of respondents directly from this campaign.
- 5.54 The BID campaign highlights the desire for Crossrail 2 to improve the prospects of Wimbledon town centre as a commercial centre within London, vs the perceived impacts on commercial property in Wimbledon under the current proposals.
- 5.55 The campaign highlights the future aspirations for the area such as a focus on commercial and retail development and improvements to the town centre environment.
- 5.56 The campaign also requests that impact on businesses in Wimbledon are minimised during construction and that alternatives from the current scheme should be considered.

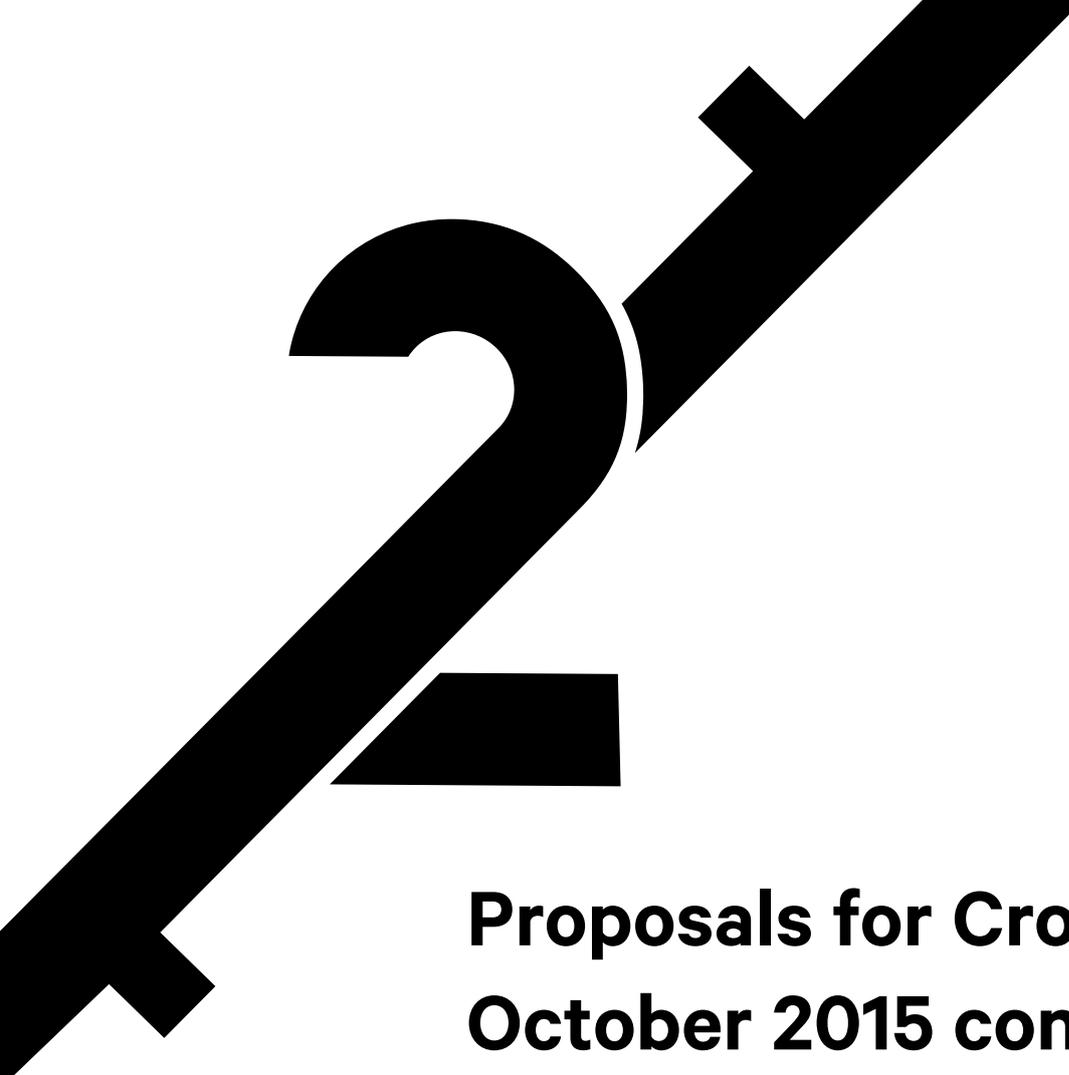
### **Consultant Doctors - Royal Brompton Hospital**

- 5.57 A small number of email responses were received from medical staff working at the Royal Brompton Hospital in Chelsea. The emails follow a common theme relating to the acquisition of the Chelsea Farmers market for the King's Road station.
- 5.58 The campaign highlights efforts to use funds generated by the sale of the Chelsea Farmers Market (which is owned by the Royal Brompton and Harefield NHS Foundation Trust) to construct new facilities at the hospital. The group comments that the acquisition of the site should not endanger the trusts ability to build a new scheme, noting the potential knock-on impact on patients.

### **Friends of Downhills Park**

- 5.59 A small number of email responses were received from this community group, expressing support for the proposed route via Alexandra Palace and Turnpike Lane, and strong objections to the proposed Wood Green option. The emails highlighted benefits to park users arising from a station at Turnpike Lane, and damage to the park caused by the Wood Green option.

# A Crossrail 2 Consultation Questionnaire and Route Map



# Proposals for Crossrail 2 – October 2015 consultation

## Have your say

You can comment on the proposals for Crossrail 2 by completing the feedback form online at [www.crossrail2.co.uk](http://www.crossrail2.co.uk)

Alternatively, please complete this form and return to:

**Freepost CROSSRAIL 2 CONSULTATIONS**

No stamp is required.

Completed feedback forms must be received by  
8 January 2016.

Please complete the sections of Crossrail 2 that interest  
you, overleaf.

Please also complete the “About you” section near the end  
of this document.

MAYOR OF LONDON

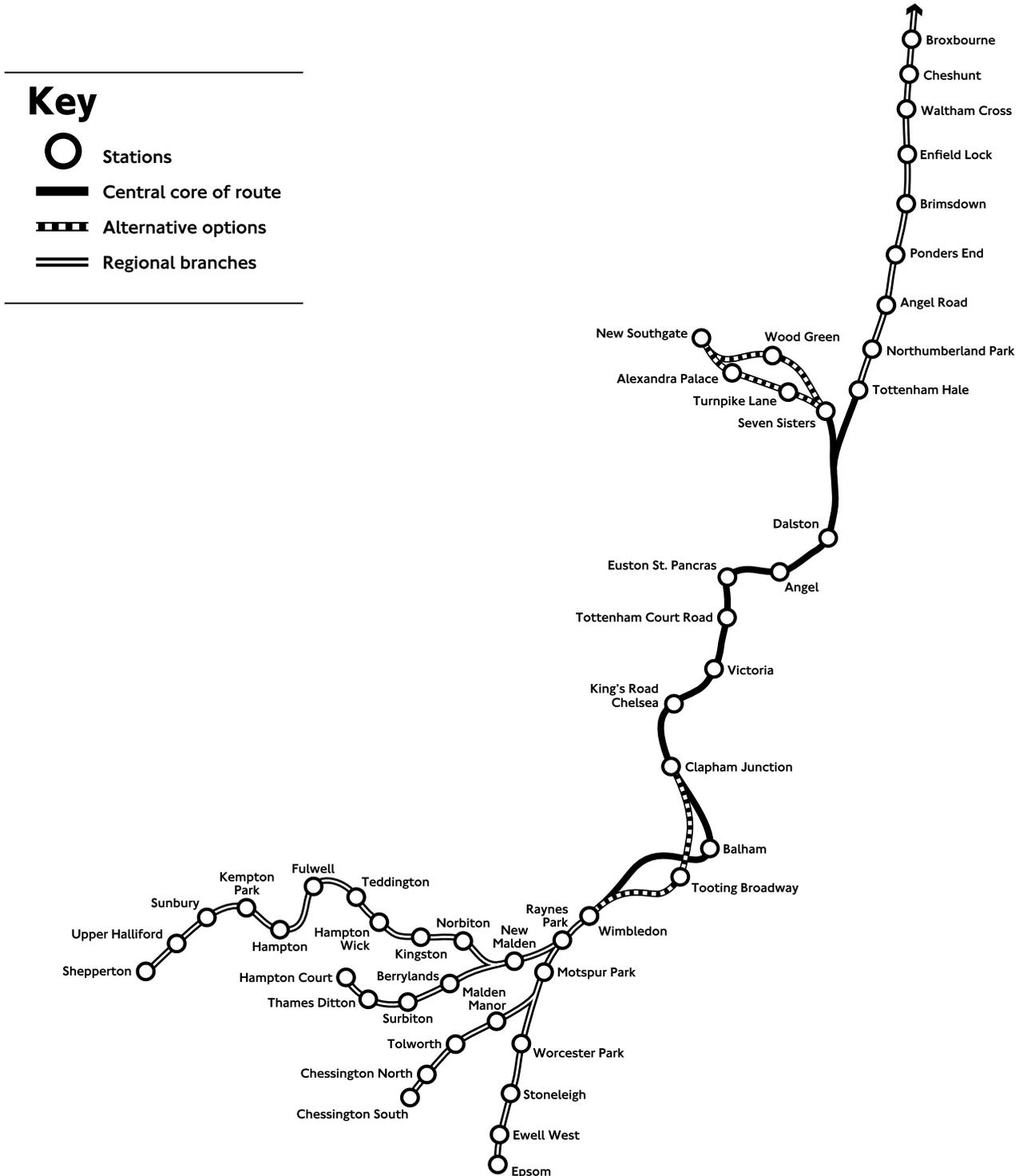


TRANSPORT  
FOR LONDON

# What is Crossrail 2?

Crossrail 2 is a proposed new railway serving London and the wider South East.

It would connect the National Rail networks in Surrey and Hertfordshire via new tunnels and stations between Wimbledon, Tottenham Hale and New Southgate linking in with London Underground, London Overground, Crossrail 1, National Rail, High Speed 1, High Speed 2, London Trams and international rail services.



## Proposals – Overall

1. Do you have any comments on the proposals for Crossrail 2 overall?

# New Southgate

For more information, read Factsheet S1: New Southgate

2. Do you have any comments about the proposals for a Crossrail 2 station at New Southgate?

3. Do you have any comments about the proposals for a Crossrail 2 depot and stabling facility north of New Southgate?

4. Do you have any comments about the proposals for a tunnel portal south of New Southgate?

## Turnpike Lane / Alexandra Palace / Wood Green

For more information, read Factsheet S2: Seven Sisters to New Southgate Route Options and Factsheet G2: Crossrail 2 shafts

5. Do you have any comments about the proposals for a Crossrail 2 station at Turnpike Lane?

6. Do you have any comments about the proposals for a Crossrail 2 station at Alexandra Palace?

7. Do you have any comments about the proposals for a Crossrail 2 station at Wood Green?

8. Do you have any comments about the proposals for a shaft at Downhills Recreation Ground, between Wood Green and Seven Sisters stations?

## Tottenham Hale

For more information, read Factsheet NE2: Enfield Lock to Tottenham Hale and Factsheet S4: Tunnelling worksite at Tottenham Hale

9. Do you have any comments about the proposals for a Crossrail 2 station at Tottenham Hale?

10. Do you have any comments about the proposals for a tunnel portal south of Tottenham Hale?

## Seven Sisters

For more information, read Factsheet S3: Seven Sisters

11. Do you have any comments about the proposals for a Crossrail 2 station at Seven Sisters?

# Dalston

For more information, read Factsheet S5: Dalston and Factsheet G2: Crossrail shafts

- 12.** Do you have any comments about the proposals for a Crossrail 2 station at Dalston?

- 13.** Do you have any comments about the proposed options for a shaft in the Shoreditch Park area, between Angel and Dalston?

- 14.** Do you have any comments about the proposals for a shaft at Stamford Hill, between Dalston, Seven Sisters and Tottenham Hale?

## Angel

For more information, read Factsheet S6: Angel

**15.** Do you have any comments about the proposals for a Crossrail 2 station at Angel?

## Euston St. Pancras

For more information, read Factsheet S7: Euston St. Pancras

**16.** Do you have any comments about the proposals for a Crossrail 2 station at Euston St. Pancras?

## Tottenham Court Road

For more information, read Factsheet S8: Tottenham Court Road

**17.** Do you have any comments about the proposals for a Crossrail 2 station at Tottenham Court Road?

## Victoria

For more information, read Factsheet S9: Victoria and Factsheet G2: Crossrail 2 shafts

**18.** Do you have any comments about the proposals for a Crossrail 2 station at Victoria?

**19.** Do you have any comments about the proposals for a shaft at Victoria Coach Station, between King's Road Chelsea and Victoria?

## King's Road Chelsea

For more information, read Factsheet S10: King's Road Chelsea

**20.** Do you have any comments about the proposals for a Crossrail 2 station at King's Road Chelsea?

## Clapham Junction

For more information, read Factsheet S11: Clapham Junction and Factsheet G2: Crossrail 2 shafts

- 21.** Do you have any comments about the proposals for a Crossrail 2 station at Clapham Junction?

- 22.** Do you have any comments about the proposals for a shaft at Westbridge Road, between Clapham Junction and King's Road Chelsea?

## Balham

For more information, read Factsheet S12: Wimbledon to Clapham Junction and Factsheet G2: Crossrail 2 shafts

- 23.** Do you have any comments about the proposals for a Crossrail 2 station at Balham?

**24.** Do you have any comments about the proposals for a shaft at the eastern edge of Wandsworth Common, between Balham and Clapham Junction?

**25.** Do you have any comments about the proposals for a shaft at Weir Road, between Wimbledon and Balham? (This question is also asked in the Wimbledon section of this questionnaire)

**26.** Do you have any comments about the proposals for a shaft within the Springfield development, between Wimbledon and Balham?

# Wimbledon

For more information, read Factsheet S13: Wimbledon

**27.** Do you have any comments about the proposals for a Crossrail 2 station at Wimbledon?

**28.** Do you have any comments about the proposals for a tunnel portal at Gap Road, north of Wimbledon?

**29.** Do you have any comments about the proposals for a Crossrail 2 depot and stabling facility at Weir Road, between Wimbledon and Balham?

**30.** Do you have any comments about the proposals for a shaft at Weir Road, between Wimbledon and Balham? (This question is also asked in the Balham section of this questionnaire)

**31.** Do you have any comments about the proposed turn-back and dive-under facilities at Dundonald Road, south of Wimbledon?

## Broxbourne branch

For more information, read Factsheet NE1: Broxbourne to Waltham Cross and Factsheet NE2: Enfield Lock and Tottenham Hale

**32.** Do you have any comments on the proposals for Crossrail 2 at Broxbourne, Cheshunt and Waltham Cross stations?

**33.** Do you have any comments on the proposals for Crossrail 2 at stations between Enfield Lock and Tottenham Hale?

**34.** Do you have any comments on proposals to remove level crossings on the Broxbourne branch and replace with alternative access across or around the railway?

## South West branches

For more information, read Factsheet SW1: New Malden, Motspur Park and Raynes Park, Factsheet SW2: Epsom to Worcester Park, Factsheet SW3: Chessington South to Malden Manor, Factsheet SW4: Hampton Court to Berrylands and Factsheet SW5: Shepperton to Norbiton

**35.** Do you have any comments on proposals for Crossrail 2 at Raynes Park, Motspur Park and New Malden stations?

**36.** Do you have any comments on the proposals to remove both the level crossings on West Barnes Lane near Motspur Park station, and Elm Road near New Malden station, and replace with alternative access across or around the railway?

**37.** Do you have any comments on proposals for Crossrail 2 at stations between Epsom and Worcester Park?

## South West branches *contd.*

**38.** Do you have any comments on proposals for Crossrail 2 at stations between Chessington South and Malden Manor?

**39.** Do you have any comments on the proposals for Crossrail 2 at stations between Hampton Court and Berrylands?

**40.** Do you have any comments on the proposals for Crossrail 2 at stations between Shepperton and Norbiton?

## About you

41. What is your first name?

42. What is your surname?

43. What is your email address?

44. Please tick this box if you would like to receive project updates when available.

45. Please provide us with your full postcode?

46. In what capacity are you responding to this consultation? **Please note:** If you are responding on behalf of an organisation it should be in an official capacity.

- As an individual
- As a representative of a business
- As a representative of an educational establishment
- As a representative of a community or voluntary org
- As a representative of a local authority
- As an elected representative
- Other

## About you *contd*

- 47.** If you are responding on a business, school or other organisation, please provide us with the name

- 48.** Please tell us what you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc)

## Further information

To receive this document in large print, audio or another language, please call **0343 222 0055\***

Further information about the proposals is available at:  
**[www.crossrail2.co.uk](http://www.crossrail2.co.uk)**

\*Service and network charges may apply. See [tfl.gov.uk/terms](http://tfl.gov.uk/terms) for details

## To find out more

Visit **[www.crossrail2.co.uk](http://www.crossrail2.co.uk)** where you can view and download a range of factsheets, maps and other information about the proposals for Crossrail 2.

Please contact us to request a copy of this leaflet and other Crossrail 2 consultation materials in hard copy, large print, audio or another language.

## Next steps

Responses to this consultation will be considered to help shape the proposals for the scheme as they develop. A consultation report will be published in spring 2016.

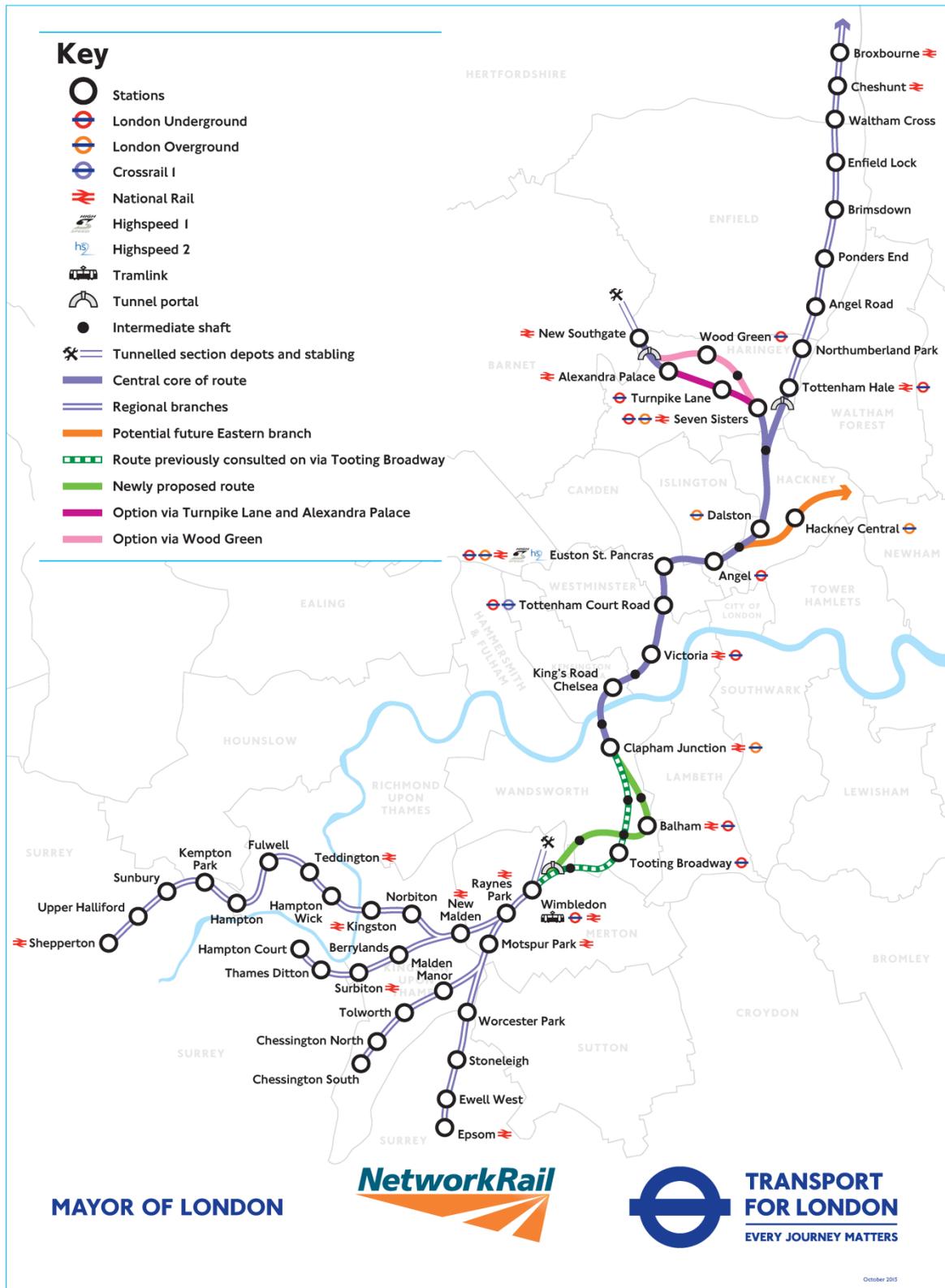
Register for project updates at **[www.crossrail2.co.uk](http://www.crossrail2.co.uk)**

## Contact us

- Email: [crossrail2@tfl.gov.uk](mailto:crossrail2@tfl.gov.uk)
- Helpline: 0343 222 0055\*
- Post: Freepost Crossrail 2 Consultations
- Website: **[www.crossrail2.co.uk](http://www.crossrail2.co.uk)**

\*Service and network charges may apply. See [tfl.gov.uk/terms](http://tfl.gov.uk/terms) for details

# Crossrail 2 route (autumn 2015)



# B Drop in Events

<b>Location</b>	<b>Address</b>	<b>Date</b>	<b>Time</b>
<b>Waltham Cross</b>	<b>Waltham Cross Town Centre, London, EN8 7AN</b>	<b>02/11/2015 Monday</b>	<b>12.00pm-8.00pm</b>
<b>King's Road - Chelsea Old Town Hall</b>	<b>Chelsea Old Town Hall, King's Road, London, SW3 5EE</b>	<b>03/11/2015 Tuesday</b>	<b>12.00pm-8.00pm</b>
<b>Waltham Cross</b>	<b>Waltham Cross Town Centre, London, EN8 7AN</b>	<b>03/11/2015 Tuesday</b>	<b>12.00pm-8.00pm</b>
<b>Wood Green</b>	<b>Spouters Corner opposite Wood Green Station, 180 High Road, London N22 6EJ</b>	<b>04/11/2015 Wednesday</b>	<b>12.00pm-8.00pm</b>
<b>Epsom</b>	<b>The Ebbisham Centre (Epsom Library) 6 Derby Square, Surrey, KT19 8AG</b>	<b>04/11/2015 Wednesday</b>	<b>12.00pm-8.00pm</b>
<b>Wood Green</b>	<b>Spouters Corner opposite Wood Green Station, 180 High Road, London N22 6EJ</b>	<b>05/11/2015 Thursday</b>	<b>12.00pm-8.00pm</b>
<b>Epsom</b>	<b>The Ebbisham Centre (Epsom Library) 6 Derby Square, Surrey, KT19 8AG</b>	<b>05/11/2015 Thursday</b>	<b>12.00pm-8.00pm</b>
<b>Broxbourne Station</b>	<b>Hoddesdon Town Centre, Fawkon Walk, EN11 8TJ</b>	<b>06/11/2015 Friday</b>	<b>12.00pm-8.00pm</b>
<b>Euston Station (Somers Community Centre)</b>	<b>Somers Town Community Centre, 150 Ossulston St, London, NW1 1EE</b>	<b>06/11/2015 Friday</b>	<b>12.00pm-8.00pm</b>
<b>Broxbourne Station</b>	<b>Hoddesdon Town Centre, Fawkon Walk, EN11 8TJ</b>	<b>07/11/2015 Saturday</b>	<b>11.00am-4.00pm</b>
<b>Euston Station (Somers Community Centre)</b>	<b>Somers Town Community Centre, 150 Ossulston St, London, NW1 1EE</b>	<b>07/11/2015 Saturday</b>	<b>11.00am-4.00pm</b>

<b>Waterloo Station</b>	<b>Main Concourse, Waterloo Station, London, SE1 8SW</b>	<b>09/11/2015 Monday</b>	<b>12.00pm-8.00pm</b>
<b>Waterloo Station</b>	<b>Main Concourse, Waterloo Station, London, SE1 8SW</b>	<b>10/11/2015 Tuesday</b>	<b>12.00pm-8.00pm</b>
<b>King's Road</b>	<b>49 King's Road Corner of Royal Avenue, London, SW3 4ND</b>	<b>10/11/2015 Tuesday</b>	<b>12.00pm-8.00pm</b>
<b>Tottenham Hale Retail Park</b>	<b>Tottenham Hale Retail Park, Broad Lane, London, N15 4QD</b>	<b>11/11/2015 Wednesday</b>	<b>12.00pm-8.00pm</b>
<b>Tottenham Hale Retail Park</b>	<b>Tottenham Hale Retail Park, Broad Lane, London, N15 4QD</b>	<b>12/11/2015 Thursday</b>	<b>12.00pm-8.00pm</b>
<b>Dalston</b>	<b>Dalston Square, London, E8 3BQ</b>	<b>13/11/2015 Friday</b>	<b>12.00pm-8.00pm</b>
<b>Raynes Park Library</b>	<b>Raynes Park Library, Approach Road, London, SW20 8BA</b>	<b>13/11/2015 Friday</b>	<b>12.00pm-8.00pm</b>
<b>Dalston</b>	<b>Dalston Square, London, E8 3BQ</b>	<b>14/11/2015 Saturday</b>	<b>11.00am-4.00pm</b>
<b>Raynes Park Library</b>	<b>Raynes Park Library, Approach Road, London, SW20 8BA</b>	<b>14/11/2015 Saturday</b>	<b>11.00am-4.00pm</b>
<b>Angel Station</b>	<b>Angel Central Shopping Centre, 21 Parkfield St, London, N1 0PS</b>	<b>16/11/2015 Monday</b>	<b>12.00pm-8.00pm</b>
<b>Liverpool Street Station</b>	<b>Liverpool St Station (near the Broadgate exit) London, EC2M 7QH</b>	<b>16/11/2015 Monday</b>	<b>12.00pm-8.00pm</b>

<b>Angel Station</b>	<b>Angel Central Shopping Centre, 21 Parkfield St, London, N1 0PS</b>	<b>17/11/2015 Tuesday</b>	<b>12.00pm-8.00pm</b>
<b>Liverpool Street Station</b>	<b>Liverpool St Station (near the Broadgate exit) London, EC2M 7QH</b>	<b>17/11/2015 Tuesday</b>	<b>12.00pm-8.00pm</b>
<b>Victoria Station</b>	<b>Victoria Station (promo space A), London, SW1E 5ND</b>	<b>18/11/2015 Wednesday</b>	<b>12.00pm-8.00pm</b>
<b>Angel Road Community Centre</b>	<b>Raynham Road, Edmonton, London, N18 2JF</b>	<b>18/11/2015 Wednesday</b>	<b>12.00pm-8.00pm</b>
<b>Victoria Station- Double tree Hilton</b>	<b>Doubletree Hilton (Hayward Suite) 2 Bridge Pl, London, SW1V 1QA</b>	<b>19/11/2015 Thursday</b>	<b>12.00pm-8.00pm</b>
<b>Shoreditch Park</b>	<b>Shoreditch Park, New North Road, London, N1 6TA</b>	<b>20/11/2015 Friday</b>	<b>12.00pm-8.00pm</b>
<b>Surbiton</b>	<b>YMCA Surbiton Cafe 49 Victoria Rd, Surbiton, KT6 4NG</b>	<b>20/11/2015 Friday</b>	<b>12.00pm-8.00pm</b>
<b>Shoreditch Park</b>	<b>Shoreditch Park, New North Road, London, N1 6TA</b>	<b>21/11/2015 Saturday</b>	<b>11.00am-4.00pm</b>
<b>Northumberland Park Resource Centre</b>	<b>177 Park Lane, Tottenham, London, N17 0HJ</b>	<b>21/11/2015 Saturday</b>	<b>11.00am-4.00pm</b>
<b>Stamford Hill-Morrisons Car Park</b>	<b>Morrisons, 47-49 Stamford Hill, London, N16 5SR</b>	<b>23/11/2015 Monday</b>	<b>12.00pm-8.00pm</b>
<b>Cheshunt Station-Wolsey Hall</b>	<b>Wolsey Hall (Garden Room) Windmill Lane, London, EN8 9AA</b>	<b>23/11/2015 Monday</b>	<b>12.00pm-8.00pm</b>

<b>Stamford Hill-Morrisons Car Park</b>	<b>Morrisons, 47-49 Stamford Hill, London, N16 5SR</b>	<b>24/11/2015 Tuesday</b>	<b>12.00pm-8.00pm</b>
<b>Cheshunt Station-Wolsey Hall</b>	<b>Wolsey Hall (Garden Room) Windmill Lane, London, EN8 9AA</b>	<b>24/11/2015 Tuesday</b>	<b>12.00pm-7.00pm</b>
<b>Tooting Broadway</b>	<b>Outside 6 Selkirk Road, London, SW17 0ES</b>	<b>25/11/2015 Wednesday</b>	<b>12.00pm-8.00pm</b>
<b>Tooting Market</b>	<b>21-23 Tooting High Street, London, SW17 0SN</b>	<b>25/11/2015 Wednesday</b>	<b>12.00pm-5.00pm</b>
<b>New Malden Station- Graham Spicer Institute</b>	<b>Graham Spicer Institute, 15 Dukes Ave, New Malden, KT3 4HL</b>	<b>25/11/2015 Wednesday</b>	<b>12.00pm-8.00pm</b>
<b>Tooting Broadway</b>	<b>Outside 6 Selkirk Road, London, SW17 0ES</b>	<b>26/11/2015 Thursday</b>	<b>12.00pm-8.00pm</b>
<b>Tooting Market</b>	<b>21-23 Tooting High Street, London, SW17 0SN</b>	<b>26/11/2015 Thursday</b>	<b>12.00pm-5.00pm</b>
<b>New Malden Station- Graham Spicer Institute</b>	<b>Graham Spicer Institute, 15 Dukes Ave, New Malden, KT3 4HL</b>	<b>26/11/2015 Thursday</b>	<b>12.00pm-8.00pm</b>
<b>Balham Station</b>	<b>Outside 3 Balham Grove, London, SW12 8AY</b>	<b>27/11/2015 Friday</b>	<b>12.00pm-8.00pm</b>
<b>Balham Library</b>	<b>16 Ramsden Road, London, SW12 8QY</b>	<b>27/11/2015 Friday</b>	<b>12.00pm-4.30pm</b>
<b>Surbiton</b>	<b>YMCA Surbiton Cafe 49 Victoria Rd, Surbiton, KT6 4NG</b>	<b>27/11/2015 Friday</b>	<b>12.00pm-8.00pm</b>
<b>King's Road - Chelsea Old Town Hall</b>	<b>Chelsea Old Town Hall, King's Road, London, SW3 5EE</b>	<b>28/11/2015 Saturday</b>	<b>11.00am-3.00pm</b>

<b>Balham Station</b>	<b>Outside 3 Balham Grove, London, SW12 8AY</b>	<b>28/11/2015 Saturday</b>	<b>11.00am-4.00pm</b>
<b>Tottenham Court Road Station-St Giles Square</b>	<b>St Giles Square, 1 St Giles High Street, London, WC2H 8AG</b>	<b>30/11/2015 Monday</b>	<b>12.00pm-8.00pm</b>
<b>Kingston Station</b>	<b>Richard Mayo Centre (ground floor meeting room) Eden St, Kingston Upon Thames, KT1 1HZ</b>	<b>30/11/2015 Monday</b>	<b>12.00pm-8.00pm</b>

<b>Location</b>	<b>Address</b>	<b>Date</b>	<b>Time</b>
<b>Tottenham Court Road Station-St Giles Square</b>	<b>St Giles Square 1 St Giles High Street, London, WC2H 8AG</b>	<b>01/12/2015 Tuesday</b>	<b>12.00pm-8.00pm</b>
<b>Kingston Station</b>	<b>Richard Mayo Centre (ground floor meeting room) Eden St, Kingston Upon Thames, KT1 1HZ</b>	<b>01/12/2015 Tuesday</b>	<b>12.00pm-8.00pm</b>
<b>Wimbledon Station</b>	<b>Wimbledon Piazza London, SW19 1QB</b>	<b>02/12/2015 Wednesday</b>	<b>12.00pm-8.00pm</b>
<b>Wimbledon Station</b>	<b>Wimbledon Piazza London, SW19 1QB</b>	<b>03/12/2015 Thursday</b>	<b>12.00pm-8.00pm</b>
<b>Turnpike Lane-Ducketts Common</b>	<b>Ducketts Common (Across the road 38 Willoughby Road), N8 0JQ</b>	<b>04/12/2015 Friday</b>	<b>12.00pm-8.00pm</b>
<b>Chessington Sport Centre</b>	<b>Garrison Lane Chessington, Surrey KT9 2JS</b>	<b>04/12/2015 Friday</b>	<b>12.00pm-8.00pm</b>
<b>Turnpike Lane-Ducketts Common</b>	<b>Ducketts Common (Across the road 38 Willoughby Road), N8 0JQ</b>	<b>05/12/2015 Saturday</b>	<b>11.00am-4.00pm</b>
<b>Chessington Sport Centre</b>	<b>Garrison Lane Chessington, Surrey KT9 2JS</b>	<b>05/12/2015 Saturday</b>	<b>11.00am-4.00pm</b>
<b>North East Enfield- Ordnance Unity Centre Library</b>	<b>Ordnance Road Unity Library, Ordnance Road, Enfield EN3 6UT</b>	<b>07/12/2015 Monday</b>	<b>12.00pm-8.00pm</b>
<b>Alexandra Palace Station</b>	<b>Alexandra Palace Station London, N22 7ST</b>	<b>07/12/2015 Monday</b>	<b>12.00pm-8.00pm</b>
<b>North East Enfield- Ordnance Unity Centre Library</b>	<b>Ordnance Road Unity Library, Ordnance Road, Enfield EN3 6UT</b>	<b>08/12/2015 Tuesday</b>	<b>12.00pm-8.00pm</b>

<b>New Southgate</b>	<b>Friern Bridge Retail Park Pegasus Way, London N11 3PW</b>	<b>08/12/2015 Tuesday</b>	<b>12.00pm-8.00pm</b>
<b>Clapham Junction-York Gardens Library</b>	<b>York Gardens Library and Community Centre, Lavender Road, London SW11 2UG</b>	<b>09/12/2015 Wednesday</b>	<b>12.00pm-8.00pm</b>
<b>Clapham Junction-York Gardens Library</b>	<b>York Gardens Library and Community Centre, Lavender Road, London, SW11 2UG</b>	<b>10/12/2015 Thursday</b>	<b>12.00pm-8.00pm</b>
<b>New Southgate</b>	<b>Friern Bridge Retail Park, Pegasus Way, London, N11 3PW</b>	<b>11/12/2015 Friday</b>	<b>12.00pm-8.00pm</b>
<b>Wandsworth Common</b>	<b>Outside 7-9 Bellevue Road, London, SW17 7EG</b>	<b>12/12/2015 Saturday</b>	<b>11.00am-4.00pm</b>
<b>Wandsworth Common</b>	<b>Central London Golf Centre Burntwood Lane, SW17 0AT</b>	<b>14/12/2015 Monday</b>	<b>12.00pm-8.00pm</b>
<b>Shepperton</b>	<b>Outside cab office at Shepperton Station, TW17 8AN</b>	<b>14/12/2015 Monday</b>	<b>12.00pm-8.00pm</b>
<b>Shepperton</b>	<b>Outside cab office at Shepperton Station, TW17 8AN</b>	<b>15/12/2015 Tuesday</b>	<b>12.00pm-8.00pm</b>
<b>Seven Sisters</b>	<b>corner of High Road and Broad Lane, London, N15 4AJ</b>	<b>16/12/2015 Wednesday</b>	<b>12.00pm-8.00pm</b>
<b>Alexandra Palace station</b>	<b>Alexandra Palace station, London, N22 7ST</b>	<b>17/12/2015 Thursday</b>	<b>12.00pm-8.00pm</b>
<b>Hampton / Fulwell</b>	<b>Greenwood Centre 1 School Road Hampton Hill TW12 1QL</b>	<b>17/12/2015 Thursday</b>	<b>3.30pm-7.30pm</b>
<b>Seven Sisters</b>	<b>Corner of High Road and Broad Lane, London, N15 4AJ</b>	<b>18/12/2015 Friday</b>	<b>12.00pm-8.00pm</b>

## C Factsheets

### Crossrail 2 Factsheets and Leaflets

C.1 Over 30 site specific factsheets and generic scheme information factsheets were available at drop-in events and available to view and download from the Crossrail 2 website here: [https://consultations.tfl.gov.uk/crossrail2/october2015#Crossrail 2 Factsheets](https://consultations.tfl.gov.uk/crossrail2/october2015#Crossrail%20Factsheets)

C.2 The available factsheets are listed below.

#### *General Factsheets*

- Factsheet G1: Background to preferred route and option appraisal process
- Factsheet G2: Crossrail 2 shafts
- Factsheet G3: Building Crossrail 2 – our approach to minimising construction impacts
- Factsheet G4: Our approach to managing noise and vibration
- Factsheet G5: Service patterns
- Factsheet G6: A typical Crossrail 2 station
- Factsheet G7: Crossrail 2: train maintenance depots and stabling
- Factsheet G8: Crossrail 2: regional and national benefits
- Factsheet G9: Crossrail 2: land acquisition, blight and compensation
- Factsheet G10: Crossrail 2 and the environment

#### *Central core of route*

- Factsheet S1: New Southgate
- Factsheet S2: Seven Sisters to New Southgate Route Options
- Factsheet S3: Seven Sisters
- Factsheet S4: Tunnelling worksite at Tottenham Hale
- Factsheet S5: Dalston
- Factsheet S6: Angel
- Factsheet S7: Euston St. Pancras
- Factsheet S8: Tottenham Court Road
- Factsheet S9: Victoria
- Factsheet S10: King's Road Chelsea
- Factsheet S11: Clapham Junction
- Factsheet S12: Wimbledon to Clapham Junction (including Balham)
- Factsheet S12B: Tooting and Balham clarification information
- Factsheet S13: Wimbledon
- Factsheet S13B: Wimbledon clarification information

### *Regional branches*

- Factsheet NE1: Broxbourne to Waltham Cross
- Factsheet NE2: Enfield Lock to Tottenham Hale
- Factsheet SW1: New Malden, Motspur Park and Raynes park
- Factsheet SW2: Epsom to Worcester Park
- Factsheet SW3: Chessington South to Malden Manor
- Factsheet SW4: Hampton Court to Berrylands
- Factsheet SW5: Shepperton to Norbiton

### *Leaflets*

- Leaflet to promote consultation – Broxbourne branch
- Leaflet to promote consultation – Between New Southgate and Seven Sisters
- Leaflet to promote consultation – Dalston, Tottenham Hale and Seven Sisters
- Leaflet to promote consultation – Angel, Euston St. Pancras and Tottenham Court Road
- Leaflet to promote consultation – Victoria, King's Road Chelsea and Clapham Junction
- Leaflet to promote consultation – Wimbledon and Balham
- Leaflet to promote consultation – South West branches

### *Related documents*

- Totting Broadway Station Geological Issues
- Independent opinion on geotechnical aspects of the proposed scheme in the Tooting area

# D Code Frames

## Question 1: Do you have any comments about the Crossrail 2 proposals overall?

	Theme	Comment	Count	%
Supportive	<b>Total</b>		<b>4,162</b>	<b>51%</b>
	General supportive comments	Supportive of Crossrail 2	2,718	
	Transport/capacity/connectivity	Supportive of increased capacity and connectivity in southwest London and Surrey	258	
		Will relieve congestion on the Underground/public transport	188	
		Supportive of increased capacity and connectivity in northeast London and Hertfordshire	83	
		Supportive of a strong connection between north and south London	45	
		Supportive of increased capacity	38	
		Essential to cope with London's population growth	35	
		The disruption will be worth the long-term benefits	24	
		Will relieve congestion on South West Trains	20	
		Supportive of regional connections	15	
		Supportive of four tracking on Broxbourne branch and new tunnelling south of Tottenham Hale	10	
		Would enable commuters from a wider scope	9	
		Supportive of link to Eurostar	5	
		Supportive of link to Crossrail 1	4	
		Suggestions/route options	Open completed sections/build as soon as possible	301
	Start plans for Crossrail 3 now		8	
	Regeneration/development	Will enable growth, regeneration, new homes and jobs	287	
		Will improve access to affordable housing	2	
	Design	Supportive of improvements to station infrastructure, especially step-free access at all stations	64	
Economy	This is needed to keep London competitive	23		
Environment/social	Will reduce car use	12		
	Will reduce pollution	2		
Specific local issue	Support removal of level crossings	11		
Issues and concerns	<b>Total</b>		<b>2,585</b>	<b>32%</b>
	Construction	Concern about disruption to local residents and businesses during construction	525	
		Concern about major, ongoing disruption to road traffic and congestion	178	

	Theme	Comment	Count	%
		Concern about demolition/damage of residential buildings	82	
		Concern about the impact of increased numbers of construction vehicles on the roads	52	
		Concern about structural issues with buildings in the construction areas	40	
		Concerns over how waste will be disposed of	8	
		Concerns about similar construction delays to those experienced by Crossrail 1	4	
		Concerns over negative effects to schools in London	4	
		Construction should be during working hours only	2	
	Transport/capacity/connectivity	Concern about loss of fast and direct services to Waterloo from south west London and Surrey	143	
	Transport/capacity/connectivity	Unnecessary/not beneficial	115	
	Transport/capacity/connectivity	Need to improve connectivity in south east London into Kent & Surrey	81	
	Transport/capacity/connectivity	Concern about disruption to existing services	63	
	Transport/capacity/connectivity	Concern about the reduction in services passing through Earlsfield, which is already overly congested	49	
		Concern that planned frequency/capacity on regional branches will not be sufficient	20	
		Concern about increased pedestrian/bus/tube congestion at interchange hubs	20	
		Concern that Crossrail 2 will increase, rather than reduce, the burden on the Underground network	6	
		North west London needs better connectivity	5	
		Concern about the reliability of the service	5	
		Concern that easier access for commuters on the outskirts will put even more pressure on the Underground network	4	
		Clapham Junction too overcrowded already	3	
		Number of trains per hour is excessive	2	
		Will overload current infrastructure which is at breaking point	2	
	Environment/social	Concern about loss of green space due to construction works	206	
		Concern about noise and vibration causing disruption to residential housing and businesses on the route	108	
		Concern over environmental impacts	27	
		Concern about increased neighbourhood noise caused by a rise in visitors to the area	5	

	Theme	Comment	Count	%
		Concern over ground issues	2	
	Cost/finance	Money/resources could be better used elsewhere	107	
		Unsure whether benefits outweigh cost and disruption	53	
		Concern over cost	26	
		Money should be spent on other areas of England (e.g. the North)	19	
		Concern over how the project will be funded	13	
		Concern that expensive fares will be prohibitive	12	
	General unsupportive comments	Opposed to Crossrail 2	227	
	Conservation/heritage	Concern about loss of character due to ongoing construction projects in London	107	
		Opposed to damage/demolition of historic, cultural and architecturally important buildings	105	
	Regeneration/development	Concern this would encourage London's growing population	24	
		Would like to see growth in outskirts of London rather than central London	3	
	Suggestions/route options	Other locations in south/southwest London would benefit more than those proposed	50	
		Improve current national rail services/Underground instead	22	
		Consider the proposals set out in the 'Swirl' plan	17	
		Should not implement until impacts of Crossrail 1 are known	14	
		Objection to tunnelling under Earlsfield/Balham area	8	
		Unsupportive of potential future extension to Hackney Central	2	
	Design	Concern over parking at/around stations	15	
<b>Neutral/Unknown</b>	<b>Total</b>		<b>1,453</b>	<b>18%</b>
	Suggestion/route option	Suggest a station at Streatham	155	
		Support a Hackney/eastern branch	63	
		Suggest airport links to Heathrow, Stansted, Gatwick, Luton & City Airport	62	
		Should link to areas that are not on the Underground network/already well served by public transport	50	
		Would like a branch to Twickenham and surrounding areas	47	
		Suggest a station at Stoke Newington	41	

	Theme	Comment	Count	%
		Suggest a link to Walton-on-Thames, Weybridge, Woking & Chertsey	27	
		Would like an additional branch via Croydon/East Croydon/Purley	23	
		Suggest a station and branch to Sutton	22	
		Suggest a station north of Dalston e.g. Stamford Hill	21	
		Suggest a station at Shoreditch Park/Essex Road/Hoxton	17	
		Should better link to the City	17	
		Suggest extending to Hertford/Hertford East	15	
		Suggest a station at Earlsfield	15	
		Consider reducing number of branches/stations to increase frequency	15	
		Suggest some fast trains that do not stop at all stations	14	
		Suggest a branch to Guildford	11	
		Suggest extending to Harlow	11	
		Extend the route beyond New Southgate	11	
		Suggest a station at Richmond	10	
		Suggest a station at Piccadilly Circus	10	
		Would like more stations	9	
		Should link to Enfield Town & surrounding areas	9	
		Suggest a link to Waterloo	8	
		Would like a balance in the number of branches between the northern and southern regional destinations	8	
		Concern that regional branches and number of central stations will cause delays	7	
		Align with a motorway (like HS2 in Ebbsfleet)	7	
		Suggest link to Stratford	7	
		Suggest station at Westbourne Park	7	
		Suggest take-over of existing lines, rather than sharing with other services, to improve reliability	7	
		Would like more connections in northeast London	5	
		Suggest a link to Mitcham	5	
		Would like an outer circle line instead of another line through central London	5	
		Route should be straightened	5	
		Bakerloo line extension should be prioritised	5	
		Suggest an interchange with the Northern line extension at Vauxhall	4	

	Theme	Comment	Count	%
		Should link to Bakerloo line	4	
		Suggest a link to Roehampton	3	
		Suggest a station at Epping/Leytonstone	3	
		Suggest a link to Picketts Lock	3	
		Would like an extension to Southgate, as well as New Southgate	3	
		Use water and rail transit	3	
		Suggest a link to Liverpool Street	2	
		Suggest a station at Feltham	2	
		Suggest a station at White Hart Lane/Great Cambridge Road	2	
		Connect to London Bridge	2	
		Extend routes further out of London	2	
		Suggest a station at Southfields	2	
		Suggest station at Paddington	2	
		Suggest extending to Cambridge	2	
		Suggest station at Palmers Green/Winchmore Hill	2	
		South west branch should go via Esher/Claygate	2	
		Suggest driverless trains	2	
		Suggest renaming the line	2	
		Should link to Jubilee line	2	
		Suggest a link to Golders Green	1	
		Suggest extending to West Hertfordshire to join with the Manchester/Birmingham railway line	1	
		Suggest a station at Hampstead	1	
		Suggest a station in Hanworth	1	
		Suggest a station between Balham and Wandsworth Common, and accessible from both ends	1	
		Suggest a link to Stevenage	1	
		Would like the line to extend to Ware, Puckeridge/Standon and Buntingford, to encourage development of those areas	1	
		Suggest station at Marble Arch	1	
		Should link to Hastings	1	
		Include Newbury Park	1	
		Suggest extending to Hainault	1	
		Loop Epsom branch to Chessington	1	
		Suggest a link to Camden	1	
		Suggest station at Oxford Circus	1	

	Theme	Comment	Count	%
		Suggest station at Putney	1	
		Consider whether some of the Southern metro services into London Victoria could also use the Crossrail 2 line	1	
		Route underground as much as possible	1	
	Design	Would like more detailed information	237	
		Ensure good station/shaft design	18	
		Ensure the plans are future-proof	15	
		Would like comprehensive cycle facilities	13	
		Why and how were these stations chosen?	9	
		Consider building to accommodate double decker trains to cope with future increases in capacity	7	
		More detailed information required on where tunnelling will occur	5	
		All stations should have multiple and sufficiently large entrances	5	
		Would like toilets (including accessible toilets) on trains and in stations	4	
		Would like shafts to be surrounded by 'green walls' and have a 'living roof' to reduce the visual impact	2	
		Shafts should have secondary purpose (e.g. retail centre)	2	
		Some stations should have third platforms to regulate delayed services	2	
		Would like all trains and stations to have WiFi	2	
		Double tunnels needed	1	
		Central section should be four tracked	1	
		Ensure seats are wide enough and have padding	1	
	Transport/capacity/connectivity	Suggest wider improvements outside of Crossrail 2 e.g. improve tube/bus network	73	
		Ensure easy and quick interchange between services at all stations	16	
		Trains must have improved speed and journey times than current services	13	
		How will Crossrail 2 link with HS1 & 2, King's Cross, Marylebone, Baker Street and the whole Camden area	8	
Services should run longer hours (maybe 24/7)		6		
Believe that an interchange with the Piccadilly line is very important		5		
Suggest more links with Crossrail 1		4		
HS2 completion should be prioritised		2		

	Theme	Comment	Count	%
		More tracks are needed to cope with increased amount of trains	2	
		Need seating and more than 8 carriages	2	
		Stations must be easy to walk/cycle to	2	
		Number of trains per hour will leave little time for each train to stop	1	
		Need increased capacity from Clapham Junction to Waterloo	1	
	Construction	Would like more information about planned compensation payments to freeholders and leaseholders of affected properties	52	
		Concern over length of construction	21	
		Ensure the same team of experienced engineers from the Crossrail 1 project are retained to work on Crossrail 2	14	
		Ensure sensible phasing of works to allow affected businesses to relocate	13	
		If HS2 goes ahead, attempt to combine construction works with Crossrail 2 to lessen the impact on Somers Town	1	
	Regeneration/development	Would like more deprived communities to benefit from Crossrail 2, instead of already affluent areas	27	
		Build more affordable homes in London	9	
	Specific local issue	Consider re-zoning stations in Surrey and extending the Oyster network to include all Crossrail 2 stations	16	
		Fully consider impact of closing level crossings	3	
	Economy	Ensure local areas benefit in the long term (e.g. apprenticeships)	4	
		Will affect property prices	8	
	Environment/social	What will the impact on the Thames/canals be?	3	
		Beware of flood risks	4	
	Cost/finance	Londoners should fund most of Crossrail 2	2	
		<b>Total</b>	<b>8,200</b>	

## Question 2: Do you have any comments about the proposals for a Crossrail 2 station at New Southgate?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>483</b>	<b>64%</b>
	General supportive comments	Support this proposal	362	
	Transport/capacity/connectivity	Provides a useful connection	51	
		Would ease pressure on current National Rail services	17	
		Provides good interchange with National Rail services	18	
		Would ease pressure on the Piccadilly line	2	
		Support reduced crowds	1	
Regeneration/development	Would support local regeneration	32		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>160</b>	<b>21%</b>
	Suggestions/route options	Should extend further north beyond New Southgate	23	
		Route should be extended to Welwyn	11	
		Support the route via Alexandra Palace	9	
		Route should be extended to New Barnet	7	
		Proposals move station too far down the line	5	
		Route should be extended to Potters Bar	5	
		Should route via Southgate station	3	
		Route should be extended to Hertford	3	
		National Rail services from Peterborough and Cambridge should also stop here	3	
		This route should be operated by TfL	1	
	Design	More information needed	24	
		Ensure station is fully accessible	16	
		Should have adequate parking/multi-storey	6	
		Platforms should be covered	2	
		Station needs overhaul	1	
	Transport/capacity/connectivity	Bus links to the station need improving	13	
		Improve walking route from New Southgate to Arnos Grove	4	
		Build a footbridge over A406 North Circular for pedestrian access from the south	4	
		Should provide direct link to Friern Bridge Retail Park	2	
		Taxi rank needed at the station	1	
	Construction	Disruption should be kept to a minimum	10	
		Advance notice of disruption would be beneficial	1	

	Theme	Comment	Count	%	
	Regeneration/development	Station redevelopment should incorporate new residential and office space	3		
	Environment/social	Protect local green spaces	2		
	Construction/heritage	New building should keep as much of the old GNR buildings as possible	1		
<b>Issues and concerns</b>	<b>Total</b>		<b>107</b>	<b>14%</b>	
	General unsupportive comments	Do not support this proposal	40		
	Transport/capacity/connectivity	Insufficient demand at New Southgate to warrant Crossrail 2	15		
		Unnecessary as New Southgate already has good transport links	8		
		Concerned this would lead to overcrowding at the station	1		
	Suggestions/route options	Hackney Central/Tottenham Hale routes should take priority	5		
		Should route to Palmers Green instead of New Southgate	5		
		Increase train frequency on this route rather than Crossrail 2	4		
		Prioritise south London over north London	3		
		Should simply be more frequent National Rail trains	3		
		This route should terminate at Alexandra Palace	1		
		Increase current length of trains first	1		
	Specific local issue	This would increase road congestion	11		
	Construction	Concern that homes will need to be demolished	3		
		Concern about construction noise/pollution	3		
	Economy	Concern about the loss of the business park	3		
	Environment/social	Concern about noise of trains between the depot and station	1		
			<b>Total</b>	<b>750</b>	

### Question 3: Do you have any comments about the proposals for a Crossrail 2 depot and stabling facility north of New Southgate?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>249</b>	<b>61%</b>
	Supportive	Support this proposal	195	
	Design	Good location	35	
	Economy	Would create jobs and have positive economic benefits	13	
	Regeneration/development	Good idea if it prevents Barnet siting waste plant there	3	
	Suggestions/route options	Needs shorter timeframe for completion	3	
<b>Issues and concerns</b>	<b>Total</b>		<b>126</b>	<b>31%</b>
	Environment/social	Would impact local residents	20	
		Would cause noise pollution	17	
		Would cause environmental pollution	9	
	General unsupportive comments	Do not support proposal	26	
	Economy	There is already a depot and stabling facilities nearby (use or build adjacent to them)	17	
		Would impact local businesses	5	
	Design	Not enough information	9	
		Not enough space for the proposed development	6	
	Specific local issue	Concern about traffic impact/congestion due to Crossrail 2 development	7	
		Disruption to bus services should be kept to a minimum	1	
	Cost/finance	Unnecessary proposal (i.e. waste of time and money, etc.)	6	
	Suggestions/route options	Should be built elsewhere and not in New Southgate	2	
		Hackney Central line should be developed, stabling should be there	1	
	<b>Neutral/Unknown</b>	<b>Total</b>		<b>31</b>
Design		Ensure the facility is aesthetically pleasing	8	
		Development should be noise-proofed	2	
		Stabling should be on both sides of the line	1	
Regeneration/development		The A406 needs to be redeveloped due to the gridlock	4	
		Improve the space between railway and Oakleigh Road South	3	
Suggestions/route options	Should be extended further north and use stabling there	6		

	<b>Theme</b>	<b>Comment</b>	<b>Count</b>	<b>%</b>
	Environment/social	Leave green space intact/preserve the environment	5	
	Transport/capacity/connectivity	Needs to be built big enough for when capacity increases	2	
		<b>Total</b>	<b>406</b>	

### Question 4: Do you have any comments about the proposals for a tunnel portal south of New Southgate?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>167</b>	<b>52%</b>
	General supportive comments	Support this proposal	162	%
	Design	Good location	4	
	Suggestions/route options	Build as soon as possible	1	
<b>Issues and concerns</b>	<b>Total</b>		<b>137</b>	<b>43%</b>
	Design	Need more information/proposals unclear	31	
		Object to tunnel portal at Markfield Park	3	
		Opposed to portal surfacing directly behind a school	2	
		Concerns over tunnel portal south of New Southgate	1	
	General unsupportive comments	Do not support this proposal	32	
	Construction	Works will cause disruption to residents	15	
		Concern over demolition of property/businesses	11	
	Regeneration/development	Improve local roads to lessen congestion impacts	14	
	Environment/social	Concern about noise pollution during construction and operation	12	
	Suggestions/route options	Should be further out of London	2	
		Should not take this route	5	
		Should reinstate Palace Gates line instead	1	
		Should be two portals for better integration with National Rail lines/platforms	1	
		Alexandra Palace should be termination station	1	
	Specific local issue	Should be compensation re: house devaluation	5	
	Cost/finance	Money should be spent on existing infrastructure	1	
<b>Neutral/Unknown</b>	<b>Total</b>		<b>16</b>	<b>5%</b>
	Environment/social	Subsidence risk should be properly managed	2	
		Should be screened aesthetically/noise-proofed	3	
		Retain trees on side of site F to shield houses	1	
		Should keep green spaces	3	
	Suggestions/route options	Consider linking existing tunnels	3	
	Construction	Careful consideration needs to be given to how spoil is removed	1	
		Need to provide temporary accommodation for site workers	1	
	Regeneration/development	Should be a bridge to link Bounds Green and Alexandra Palace	1	

	<b>Theme</b>	<b>Comment</b>	<b>Count</b>	<b>%</b>
	Specific local issue	Should be 'launch event' for residents	1	
		<b>Total</b>	<b>320</b>	

## Question 5: Do you have any comments about the proposals for a Crossrail 2 station at Turnpike Lane?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>1,498</b>	<b>85%</b>
	Transport/capacity/connectivity	This route connects a wider community to central London than the Wood Green option	157	
		Provides good link with the bus station	130	
		Offers good interchange with the Piccadilly line	99	
		Will help ease congestion on the Piccadilly line	86	
		Turnpike Lane station would easily serve Wood Green and the shopping centre as it is well connected on the Piccadilly line/short walk	78	
		Provides improved transport connections for Turnpike Lane	60	
		Support as this option provides two new stations	36	
		Serves Green Lanes which is in need of transport links	35	
		Would connect with Piccadilly line	9	
	General supportive comments	Fully support this proposal	374	
	Suggestions/route options	Prefer this route to the Wood Green option	248	
		Would support either route option	17	
		This option offers bigger benefits overall	9	
		Support Turnpike Lane option as it doesn't require digging shaft	7	
		The route is shorter than the Wood Green option, balancing the extra time spent serving two stations	1	
	Regeneration/development	Supports regeneration of the area	99	
		Supports regeneration of Wood Green High Street more than Wood Green route option	50	
		The station building would require little redevelopment	2	
		Supports large housing development in Hornsey	1	
<b>Issues and concerns</b>	<b>Total</b>		<b>203</b>	<b>12%</b>
	Unsupportive	Do not support this proposal	81	
	Suggestions/route options	Prefer the Wood Green route	62	
		Unnecessary, already a station located here	6	
		Wood Green is a more significant town centre than Turnpike Lane	3	
		Missed opportunity to serve Alexandra Palace	1	
		Finsbury Park would be a better location	1	
		Route under West Green Road rather than Waldeck Road	1	

	Theme	Comment	Count	%
	Construction	Disruption to local roads and traffic for many years	19	
		Concern about stability of land after digging	2	
		Requires many buildings to be demolished	2	
		Construction should not delay emergency service response times	1	
	Design	Oppose construction of ventilation shaft at Downhills Park	10	
		There is not enough space to build a new station here	2	
		There should be no new tunnelling	1	
	Transport/capacity/connectivity	Alexandra Palace is accessible by foot from Wood Green	6	
		Turnpike Lane too far away from Wood Green	1	
	Environment/social	Crossrail 2 threatens local green spaces	3	
Station at Turnpike Lane will attract more anti-social behaviour from additional users		1		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>56</b>	<b>3%</b>
	Design	Information requested about wider development planned as part of this proposal	17	
		Station should be fully accessible	14	
		Ensure that the station architecture and character is preserved	12	
		Ensure the surface building is retained	2	
		Consider location of station entrance	2	
		Retain stabling at New Southgate	1	
		Ensure good interchange design with the Piccadilly line	1	
	Transport/capacity/connectivity	Bus station will need to be remodelled to accommodate increased passenger numbers	4	
		Support if travel times are reduced and costs the same as the tube	2	
	Regeneration/development	What are the forecast impacts for wider north London, e.g. Bounds Green?	1	
	<b>Total</b>		<b>1,757</b>	

## Question 6: Do you have any comments about the proposals for a Crossrail 2 station at Alexandra Palace?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>1,658</b>	<b>80%</b>
	General supportive comments	Support proposal for a station at Alexandra Palace	906	
	Transport/capacity/connectivity	Very useful link that would improve transport options and connectivity	236	
		Better access to events and the Palace	99	
		Would ease pressure on crowded services	71	
		Support for proposal as it provides access to the Great Northern Train line via the Hertford loop	63	
		Provides useful interchange with Underground, Overground & National Rail services	63	
		Would serve a wider population (including Muswell Hill)	34	
		Alexandra Palace station needs more capacity/redeveloping	8	
		Current traffic/congestion issues from events would be improved	5	
		Provide easy access from Alexandra Palace	2	
		Would reduce congestion at Wood Green	1	
	Regeneration/development	Would benefit regeneration of Alexandra Palace and the area	119	
	Economy	Would attract more people to the area	46	
Suggestions/route options	Support either route option	5		
<b>Issues and concerns</b>	<b>Total</b>		<b>369</b>	<b>18%</b>
	General unsupportive comments	Do not support proposal	138	
	Environment/social	Concern about long term damage to the park and surrounding residential area	41	
		Against losing green space (Avenue Gardens)	36	
		Concern about attracting more people and noise through events at Alexandra Palace	7	
		Against construction in Downhills Park	2	
	Suggestions/route options	Prefer the Wood Green route option	62	
		Other stations and areas could benefit more from development	11	
		The station should be closer to the Palace	7	
		Would like Alexandra Palace/Turnpike Lane branch to link directly with Angel and include Seven Sisters on the Tottenham Hale branch to avoid a long detour via Dalston	1	
		This route should not include Turnpike Lane	1	

	Theme	Comment	Count	%
	Construction	Concerns about disruption from construction affecting locals	32	
		Site does not have good access for construction	2	
	Transport/capacity/connectivity	Alexandra Palace is already well connected	11	
		Wood Green is only walking distance from Alexandra Palace	11	
		Concern about station capacity during development (station is already overcrowded)	2	
		Area is already too busy	1	
	Design	Concern about walking distance to platforms	3	
Regeneration/development	Area is not in need of regeneration	1		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>47</b>	<b>2%</b>
	Design	Request for further information	28	
		Ensure station is fully accessible	16	
		Station should remain where it is after construction	1	
	Construction	A road link to Wood Green should be maintained during construction	1	
Regeneration/development	Parking should be improved	1		
		<b>Total</b>	<b>2,074</b>	

## Question 7: Do you have any comments about the proposals for a Crossrail 2 station at Wood Green?

	Theme	Comment	Count	%
Issues and concerns	<b>Total</b>		<b>1,470</b>	<b>68%</b>
	Transport/capacity/connectivity	Turnpike Lane station would easily serve Wood Green as it is well connected on the Piccadilly line/short walk	99	
		Support the Turnpike Lane option as it provides two new stations	91	
		Unsupportive as Wood Green is already well served by transport links	72	
		This option offers poor connectivity for those on the Hertford North branch	50	
		Wood Green station is too congested and restricted in space for further development	48	
		Alexandra Palace option offers better link with National Rail services and the Overground	38	
		The Turnpike Lane route serves a wider community who currently have poor transport links to central London	36	
		Turnpike Lane has better bus links than Wood Green	35	
		Both route options would interchange with the Piccadilly line	31	
		Wood Green is already overcrowded	26	
		Alexandra Palace & Thameslink would have better interchange opportunities	26	
		Meets council regeneration plans but not the transport needs of the area	24	
		This is not necessary	20	
		Turnpike Lane would have a bigger impact on reducing congestion	20	
		Alexandra Palace needs better transport connections to become a world class venue	17	
		Would increase traffic on the local roads	12	
		A station at Wood Green is not justified by passenger demand	9	
		Wood Green is already accessible (by foot/bus) to those living in Alexandra Palace	5	
		Need better connections to Enfield	5	
	Would relieve traffic congestion on the local roads	3		
	Proposal will help connect Hackney to the Underground	2		
	This offers no connection to Thameslink	1		

	Theme	Comment	Count	%
	Suggestions/route options	Prefer the Turnpike Lane and Alexandra Palace route	201	
		Turnpike Lane routing offers bigger benefits overall	50	
		Missed opportunity to improve transport links for Muswell Hill, Hornsey and Alexandra Palace	26	
		This option has no benefit over the Turnpike Lane option	8	
		Do not want to travel to Wood Green	4	
		A Crossrail 2 station at Turnpike Lane station would offer access to a wider section of the community	3	
		Connect to Northern line	2	
		Other locations should be considered e.g. Palmers Green	1	
	General unresponsive comments	Unresponsive of a station at Wood Green	226	
	Environment/social	This would adversely affect Downhill Park due to the requirement of an additional shaft	77	
		Would have a negative impact on the local environment	10	
		Concern about the noise impacts	6	
		Concern about pollution from construction and development	1	
		May lead to an increase in traffic accidents	1	
	Construction	Would cause disruption to the local community for years	24	
		Construction would be damaging to the local community	12	
		Unresponsive as tunnelling will affect more residential streets than the Turnpike Lane option	10	
		Works at Alexandra Palace will be much more disruptive than the Wood Green option	10	
		This would cause disruption to the bus network	9	
		Either option would cause disruption (mostly from construction)	2	
	Regeneration/development	The Turnpike Lane option offers better regeneration opportunities	34	
		Wood Green is too far north in Haringey to benefit the majority of the borough	17	
	Design	Turnpike Lane/Alexandra Palace already have space	7	
		The line should be as straight as possible - this station will slow the service	7	
		These plans are not developed enough to justify inclusion in the consultation	7	

	Theme	Comment	Count	%
		The proposed route is more direct	6	
		No tunnelling	3	
		Requires an additional shaft	3	
		Longer track distance than the Alexandra Palace route	1	
		Area is not big enough to develop station	1	
	Conservation/heritage	The cinema complex and library should not be demolished	16	
	Cost/finance	Support if this is the cheaper option	15	
<b>Supportive</b>	<b>Total</b>		<b>602</b>	<b>28%</b>
	General supportive comments	Support this proposal	286	
	Transport/capacity/connectivity	Development offers good interchange with the Piccadilly line	27	
		Support as Wood Green is a more significant town centre than Turnpike Lane	22	
		Will provide more and faster transport connections for Wood Green	21	
		A station at Wood Green would support the high number of passengers who change to access bus services	21	
		Wood Green is in need of congestion relief	13	
		Will relieve overcrowding on the Piccadilly line	10	
		Support the option with additional interchanges	9	
		Support as more passengers would use Wood Green than Turnpike Lane	7	
		Will have better opportunity for night bus links	1	
		Regeneration/development	Will benefit the regeneration of Wood Green	89
	Economy	This will attract more visitors to the busy commercial centre and support local businesses	18	
		This option offers better value and growth opportunities than Turnpike Lane	15	
	Suggestions/route options	Either station option is welcome	19	
		Support this option as Alexandra Palace is already connected to the city by National Rail	5	
		Better than Turnpike Lane but connect with Alexandra Palace	3	
		Shuttle service could be set up to transport Alexandra Palace travellers to Crossrail 2	1	
		Consider tunnelling under the old railway line from Alexandra Palace to Wood Green through The Sandlings, to minimise disruption to property	1	
	Environment/social	Against any loss of green space	21	

	Theme	Comment	Count	%
	Regeneration/development	Would support the new housing developments planned for Wood Green	5	
		Would improve housing stock in Wood Green	4	
	Specific local issue	Against building on Avenue Gardens for Turnpike Lane option	4	
<b>Neutral/Unknown</b>	<b>Total</b>		<b>80</b>	<b>4%</b>
	Regeneration/development	Either option will generate wide scale regeneration across the whole area	15	
		Developing the shopping centre will not attract more visitors, there are already too many shopping centres in London	11	
		Current Wood Green station needs investing in	1	
		Alexandra Palace needs redevelopment to create a more welcoming environment	1	
		New shops would need to be placed on station front to make up for shops lost in construction	1	
	Suggestions/route options	Unnecessary - mirrors the Piccadilly line route	11	
		Build this station as soon as possible	4	
		This should be located at Bounds Green	1	
		Neither route implies favourable journey times	1	
		Closer to Tottenham Hotspurs	1	
		When will the preferred route be decided?	1	
	Design	Ensure there is an accessible lift at the station	7	
		Consider an entrance lower down the hill	2	
		Double ended station serving Wood Green & Alexandra Palace	2	
		Ensure platforms with smooth/quick interchanges	1	
		A taxi rank is needed at Wood Green	1	
		What advantage does this have over the current station?	1	
		Facilities for cyclists need improving	1	
		Unsure of the location of the proposed new station	1	
	Economy	Alexandra Palace attracts more visitors from across London than Wood Green	8	
		Londoners deserve this more than those commuting from outside of London	1	
	Conservation/heritage	Keep key features preserved	2	
	Construction	How will spoil from excavation be managed?	2	
	Suggestions/route options	Another station should be placed between Wood Green & Seven Sisters	2	

	<b>Theme</b>	<b>Comment</b>	<b>Count</b>	<b>%</b>
	Cost/finance	Money should be invested on tube network south of the river	1	
		<b>Total</b>	<b>2,152</b>	

**Question 8: Do you have any comments about the proposals for a shaft at Downhills Recreation Ground, between Wood Green and Seven Sisters stations?**

	Theme	Comment	Count	%
Issues and concerns	<b>Total</b>		<b>818</b>	<b>74%</b>
	Environment/social	Would negatively affect Downhills Recreation Ground which is popular for locals	161	
		Against loss of green space	143	
		Local sports teams will be affected by loss of pitches/courts	42	
		Negative environmental impact	35	
		Poor drainage in area	12	
		Benefits do not outweigh loss of park	11	
		Would cause pollution	5	
		Would make the park unsafe	3	
		Area is too residential	2	
	Suggestions/route options	Prefer the Turnpike Lane/Alexandra Palace option	103	
		Do not support the Wood Green route	16	
		Route runs under schools	4	
		Use nearby roundabout instead	3	
		Prefer use of brownfield sites	2	
		Use industrial site on West Green/Cornwall Road	1	
	Construction	Would cause disruption for local residents	44	
		Length of construction would cause disruption	39	
		Would worsen the traffic in an already congested area	17	
		Construction would impede access to the park	8	
	General unsupportive comments	Do not support this proposal	96	
	Design	Shaft will be unsightly	50	
		More information required	3	
		Plans not developed enough	1	
	Cost/finance	Costs to develop the scheme are very high	5	
		Funding should instead be used to fund other local projects	3	
	Transport/capacity/connectivity	Unsupportive as Wood Green already has substantial public transport links	3	
Turnpike Lane serves this area better than Wood Green		2		
Regeneration/development	Park has only recently been regenerated	3		

	Theme	Comment	Count	%
	Conservation/heritage	Too close to World War 2 air raid shelter/memorial	1	
<b>Supportive</b>	<b>Total</b>		<b>166</b>	<b>15%</b>
	General supportive comments	Support this proposal	138	
	Transport/capacity/connectivity	Short-term inconvenience outweighed by long-term transport gains	8	
		This route would connect an important residential area	3	
		Would relieve pressure on the Underground	2	
	Suggestions/route options	Support if no other options are available	5	
		Support the Wood Green route	2	
	Environment/social	This could improve the park after construction	4	
		Close enough to another recreational ground so as not to cause too much impact	2	
	Design	Park is big enough to accommodate shaft	1	
Regeneration/development	This area needs regenerating	1		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>124</b>	<b>11%</b>
	Design	Ensure shaft is well designed and blends into the park	33	
		Head house should incorporate other facilities e.g. café, city farm, public space	16	
		Ensure shaft does not take up much space	13	
		Ensure head house is secure from vandalism	3	
	Construction	Ensure environmental and social impact of construction is minimised	24	
		Ensure construction does not affect residential properties	14	
		Ensure health and safety issues are considered throughout construction	6	
		Ensure no houses are demolished	5	
		Need to improve road links to site for construction vehicles	1	
	Regeneration/development	Need commitment that park will be restored	4	
		Impact on locals could be offset by investment in education/employment/sport	2	
	Suggestions/route options	Thermal energy needs capturing and converting to potential energy	1	
		Support a station at White Hart Lane	1	
	Economy	Would drive house prices in the area up	1	
			<b>Total</b>	<b>1,108</b>

## Question 9: Do you have any comments about the proposals for a Crossrail 2 station at Tottenham Hale?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>613</b>	<b>76%</b>
	General supportive comments	Support this proposal	247	
	Transport/capacity/connectivity	Improves general connectivity to the area	89	
		Crucial for Stansted Airport interchange	82	
		Supportive of proposal as this is a key interchange point	68	
		Would bring extra capacity and relief for other lines (e.g. Victoria line)	36	
		Would improve access to the football stadium	10	
		Support for connection to Great Eastern Services	1	
	Regeneration/development	Station development is good for regional regeneration	68	
Suggestions/route options	Support for northern regional Lee Valley extension	12		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>105</b>	<b>13%</b>
	Transport/capacity/connectivity	Ensure simple interchange between Crossrail 2, National Rail and Underground services	28	
		Station must be upgraded to cope with higher passenger levels	17	
		Need new/more tracks	14	
		Increase train capacity between Stratford and Tottenham Hale	4	
		Travel time needs to be smaller than other options	2	
		Improve bus links to Tottenham Hale from surrounding areas	2	
		Increase frequency of trains to central London and reduce Stratford services	1	
		Route should end here to increase frequency to central London	1	
		Unsure where trains continue to after Tottenham Hale	1	
		Suggestions/route options	Have main hub at Northumberland Park	8
	Route via Seven Sisters instead		5	
	Additional stations are needed on this branch to improve capacity		3	
	Instead build a shuttle service or DLR extension from Stratford International		2	

	Theme	Comment	Count	%
		Allow for high speed services to Cambridge	1	
		Extend route to Luton	1	
		Favour branch to Hackney Downs	1	
		Remove level crossings on the route (e.g. Enfield Lock and Brimsdown)	1	
		General ideas about trains and routes	1	
		TfL should take over management of the station and line	1	
		Ideal location for a park and ride scheme	1	
	Design	Need to increase the number of platforms	6	
	Construction	Lack of information about post-construction impacts	3	
	Cost/finance	Tickets should cost the same amount as the Underground	1	
<b>Issues and concerns</b>	<b>Total</b>		<b>93</b>	<b>11%</b>
	Transport/capacity/connectivity	Unsupportive as already well connected	16	
		Station is already over capacity and this would add more congestion	12	
		Insufficient service provision (4 tph)	4	
		Demand is not high enough to warrant these proposals	3	
	Design	Concern about station design	14	
		Lack of information about layout of station and tunnels	4	
		Operational difficulties (space, sharing of tracks)	3	
	Construction	Concern about construction phase	14	
		Against buildings being demolished	4	
	Cost/finance	Money best spent elsewhere and not on a station in this area	7	
		This station would be costly to build	2	
	General unsupportive comments	Do not support this proposal	9	
	Suggestions/route options	Unsupportive, prefer alternative option	1	
	<b>Total</b>		<b>811</b>	

## Question 10: Do you have any comments about the proposals for a tunnel portal south of Tottenham Hale?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>163</b>	<b>51%</b>
	General supportive comments	Support this proposal	163	
<b>Issues and concerns</b>	<b>Total</b>		<b>120</b>	<b>37%</b>
	Environment/social	Concern about environment/wildlife	20	
		Need to protect Markfield Park	18	
		Concern about noise when the line is operational	5	
		Concern about personal safety when using the station	4	
		Concern about soil stability	3	
	Construction	Concern about construction and its impact on local communities	20	
		Concern about relocation/demolition of houses	8	
		Concern about wider traffic impacts during construction	1	
		Concern works will affect bus services	1	
	Economy	Concern about local shops/services	12	
	General unsupportive comments	Do not support the proposal	10	
	Cost/finance	Concern about the costs to build	6	
	Design	Concern about landscaping and design	2	
		Concern about flood-proofing designs	2	
Proposed development takes up land		1		
Regeneration/development	Would make area less desirable	4		
Transport/capacity/connectivity	Existing provision sufficient	3		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>38</b>	<b>12%</b>
	Suggestions/route options	Other location suggested	6	
		Ensure local community is involved in the consultation and design of the station	4	
		Alternative options suggested	4	
		Integrate with existing West Anglia Main Line	3	
		Link to the Underground lines to improve connectivity	2	
		Extend the Underground line	2	
		Use existing rail tracks	1	
	Design	Layout of station and tunnel portal needs confirmation/additional questions around tunnels	13	

	<b>Theme</b>	<b>Comment</b>	<b>Count</b>	<b>%</b>
	Environment/social	Ensure there are no impacts on the local canals	2	
	Regeneration/development	Make the area more pedestrian friendly	1	
		<b>Total</b>	<b>321</b>	

## Question 11: Do you have any comments about the proposals for a Crossrail 2 station at Seven Sisters?

	Theme	Comment	Count	%	
<b>Supportive</b>	<b>Total</b>		<b>589</b>	<b>76%</b>	
	Supportive	Support this proposal	388		
	Transport/capacity/connectivity	Would ease pressure on the Victoria line	90		
		Helps to connect Stansted Airport	1		
	Suggestions/route options	Support the link to South Tottenham station	55		
		Support Alexandra Palace proposal	2		
Regeneration/development	Supports local regeneration	53			
<b>Neutral/Unknown</b>	<b>Total</b>		<b>73</b>	<b>9%</b>	
	Design	Need more information on the proposals	23		
		Should include direct deep-level link to the Victoria line	7		
		Ensure station is fully accessible	6		
		Station needs to be planned well to avoid congestion/aid interchange	3		
		Station entrance to the north would be beneficial	3		
		Should be all-weather link to South Tottenham station	3		
		Should have platforms either side of each track like European models	1		
	Suggestions/route options	Should be a station between Dalston and Seven Sisters	9		
		New station should be on the zone 2/3 Oyster boundary	2		
		Consider Eastern Branch Extension	1		
		Link with other transport modes, including pedestrians and cyclists	1		
		Keep plans separate from Apex House proposals which residents are resisting	1		
	Transport/capacity/connectivity	Need more capacity/frequency on Gospel Oak-Barking branch	5		
		Ensure station capacity can cope with large football crowds	3		
		More bus services needed for increased demand	1		
		Include a taxi rank	1		
	Environment/social	Preserve green spaces/reduce building sites	3		
	<b>Issues and concerns</b>	<b>Total</b>		<b>108</b>	<b>14%</b>

	Theme	Comment	Count	%
	General unresponsive comments	Do not support this proposal	40	
	Suggestions/route options	Suggest another route (various)	20	
		Should be a station in Stoke Newington instead	11	
		Should be at Stamford Hill station instead	4	
	Transport/capacity/connectivity	Station is already well served by Underground and Overground services	8	
		Would increase pressure on Victoria line/not enough capacity	7	
	Construction	Would cause high levels of disruption	8	
		Do not support the demolition of housing estate	5	
		Should phase this work in with other developments to minimise disruption	2	
	Conservation/heritage	Concern about demolition of historic buildings	2	
	Regeneration/development	Station would not improve area	1	
		<b>Total</b>	<b>770</b>	

## Question 12: Do you have any comments about the proposals for a Crossrail 2 station at Dalston?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>653</b>	<b>57%</b>
	Transport/capacity/connectivity	Support for linking two Overground stations underground	137	
		Supports improved wider transport connections	81	
		Supports creating a hub for interchange at Dalston	47	
		Supports improved connections to central London	23	
		Crossrail 2 will relieve overcrowding on Overground and Victoria lines	22	
		Supports improved connections to south west London	17	
		Supports connection to Stratford - Highbury on North London Line	14	
		Interchange will improve connections from north London and Docklands	4	
		Suggest improving bus interchange at Dalston Lane	4	
	General supportive comments	General support for proposals	206	
	Regeneration/development	New station will support Dalston's regeneration	51	
	Suggestion/route option	Support for Eastern branch	22	
		Construct as soon as possible	11	
	Construction	Support for locations of worksites	8	
Design	Support for extra entrances	5		
	Support new taxi rank	1		
<b>Issues and concerns</b>	<b>Total</b>		<b>309</b>	<b>27%</b>
	Specific local issue	Oppose demolition of buildings south of Bradbury Street	78	
		Concern for impact on Ridley Road market	30	
		Concern for impact on Colvestone School	7	
		Oppose demolition of NatWest Bank building	6	
	Conservation/heritage	Concern about conservation of historic buildings	52	
	Construction	Concern about disruption during construction	26	
		Concern about traffic impacts during construction	8	

	Theme	Comment	Count	%
		Oppose proposal to demolish respondent's premises	6	
		Concern regarding danger that HGVs pose to cyclists	1	
	General unsupportive comments	General opposition to proposals	21	
	Transport/capacity/connectivity	Dalston is already well-connected	30	
		Concern for pedestrian crowding in Dalston	6	
		Concern that Crossrail 2 will not serve inner London residents well, just suburban commuters	3	
		Concern for resident access due to Bentley Road closures combined with CS1 road closures	1	
	Regeneration/development	Concern about impact of gentrification on local community	19	
	Environment/social	Concern about noise/vibrations from trains running underground	6	
	Cost/finance	Invest more in existing infrastructure	4	
		Concern over expensive fares	1	
	Suggestions/route options	Oppose eastern branch	3	
	Design	Crossrail 2 platforms don't appear to be well integrated with Overground stations	1	
<b>Neutral/Unknown</b>	<b>Total</b>		<b>180</b>	<b>16%</b>
	Suggestions/route options	Suggest Stoke Newington station	33	
		Suggests worksite to demolish and replace Kingsland Shopping Centre	24	
		Prefers Hackney Central route option	18	
		Suggest more stations in Hackney	11	
		Suggest Essex Road station	9	
		Propose to use 'Fifty-Seven East' site south of Kingsland station as worksite	8	
		Suggest Hoxton/Shoreditch station	7	
		Suggest Stamford Hill station	7	
		Upgrade Dalston Kingsland Overground station as it is at capacity at busy times	7	
		Suggest worksite at unused bus station south of Dalston Junction station	4	
		Suggest Clapton station	3	
		Have one name for whole station e.g. 'Dalston', 'Dalston Kingsland' to avoid confusion	3	
		Request for more detailed plans of the proposal	3	
		Suggest Haggerston station	2	

	Theme	Comment	Count	%
		Invest in rail in north east of England	1	
		Suggest Finsbury Park station	1	
		Suggest future branch to Waltham Forest	1	
		Suggest Highbury & Islington	1	
		Re-open Eastern Curve to allow trains to run south from Stratford	1	
		Suggest London Fields on eastern branch	1	
		Suggest station for eastern branch at Barrington Road near East Ham	1	
		Suggest Eastern branch splits north of Dalston	1	
		Specific request regarding previously safeguarded route	1	
	Design	Both Dalston Kingsland and Junction should be step free	5	
		Have one large, merged ticket hall to provide direct interchange for Overground users	5	
		Suggest extra entrance opposite Kingsland station entrance	4	
		Consider better ventilation	2	
		Ensure station designs are high quality	2	
		Query asking if through trains will run direct from Crossrail to Overground lines	1	
		Suggest using Dalston Junction station as station layout example	1	
		Ensure good quality wayfinding	1	
		Suggest extra entrance at junction of Kingsland Road and Tottenham Road	1	
		Install ramps for luggage, bikes or prams	1	
	Conservation/heritage	Suggest amended worksites which avoid historic buildings	5	
	Environment/social	Conserve green space, e.g. Eastern Curve garden	3	
	Construction	Tunnelling should align via Kingsland Road to minimise disruption	1	
		<b>Total</b>	<b>1,142</b>	

**Question 13: Do you have any comments about the proposed options for a shaft in the Shoreditch Park area, between Angel and Dalston?**

	Theme	Comment	Count	%
Issues and concerns	<b>Total</b>		<b>368</b>	<b>48%</b>
	Design	Oppose Option C - conserve green space	165	
		Oppose Option E	25	
		Oppose Option D	16	
		Oppose Option B	9	
		Oppose Option A	7	
	Specific local issue	Oppose any disruption to Britannia Leisure Centre	38	
		Concern for traffic disruption during construction of Option C on Poole Street/New North Road	20	
		Concern for disruption to Gainsborough Studios residents from Option C	15	
		Concern for construction vehicle access at Eagle Wharf sites	6	
		Concern for disruption to Whitmore Primary School	6	
		Eagle Wharf sites are in dense residential areas	6	
	Construction	Concern about disruption during construction	42	
	General unsupportive comments	General opposition to proposals	13	
	Environment/social	Opposed to any loss of Shoreditch Park	5	
		Concern for crime around construction site	1	
	Transport/capacity/connectivity	Shoreditch Park area not well connected	4	
Shoreditch Park already well connected via Old Street		2		
Conservation/heritage	Concern for negative effect on historic buildings	1		
Supportive	<b>Total</b>		<b>302</b>	<b>40%</b>
	Design	Support Option A (self-storage site)	39	
		Support Option B	34	
		Support Option D	25	
		Support for shaft options	12	
		Support Option E - with redevelopment of leisure centre	10	
		Support Option C as it minimises disruption to residents	9	
		Support Option C	5	
Supportive	General support for proposals	106		

	Theme	Comment	Count	%
	Construction	Support shaft despite expected disruption	48	
	Suggestion/route option	Support for Eastern branch	5	
		Construct as soon as possible	3	
	Transport/capacity/connectivity	Support shaft as it will permit Eastern branch	4	
	Conservation/heritage	Use Option C as opportunity for archaeological dig	2	
<b>Neutral/Unknown</b>	<b>Total</b>		<b>78</b>	<b>10%</b>
	Design	Ensure careful design of head house, incorporated into local environment	31	
		Request for more information	4	
		Respondent does not understand what a shaft is	3	
		Respondent unsure if shaft necessary	1	
	Suggestion/route option	Suggest this shaft becomes a station	20	
		Suggest Essex Road station	9	
		Suggest Stoke Newington station	2	
		Should be routed along Seven Sisters Road	1	
		Suggest Highbury & Islington station	1	
		Suggest re-designing New North/Eagle Wharf Road junction to improve traffic flow	1	
		Re-using heat from Crossrail 2 to heat developments near shaft	1	
	Cost/finance	Questioning benefit of Eastern branch versus its costs	3	
	Construction	Utilise existing construction site on Penn Street	1	
		<b>Total</b>	<b>761</b>	

## Question 14: Do you have any comments about the proposals for a shaft at Stamford Hill, between Dalston, Seven Sisters and Tottenham Hale?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>145</b>	<b>38%</b>
	General supportive comments	General support for the proposals	101	
	Design	Support shaft despite disruption its construction causes	23	
		Support for shaft location	13	
	Transport/capacity/connectivity	Support for wider transport connectivity	4	
		Support shaft as it permits multiple branches	1	
Suggestion/route option	Construct as soon as possible	3		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>138</b>	<b>36%</b>
	Suggestion/route option	Suggest this shaft becomes Stoke Newington station	83	
		Suggest a station between Dalston and Seven Sisters - there is a long gap between them	21	
	Design	Ensure careful design of head house, incorporated into local environment	14	
		Request for more information about this proposal	6	
		Incorporate a community use into shaft, e.g. coffee shop/shelter	4	
Environment/social	Avoid green space for shaft locations	10		
<b>Issues and concerns</b>	<b>Total</b>		<b>102</b>	<b>26%</b>
	Construction	Concern about disruption during construction - for no benefit for local residents	31	
		Concern about traffic impacts during construction	10	
		Concern over HGVs' interactions with cyclists	3	
	Specific local issue	Oppose demolition of Morrison's supermarket	26	
		Oppose any disruption to Abney Park Cemetery	3	
	General unsupportive comments	Do not support this proposal	10	
	Environment/social	Concern for noise/vibration from trains running underground	7	
		Concern for security of shafts	1	
		Concern for local pollution impacts from shaft	1	
Conservation/heritage	Concern for loss of historic buildings	5		

	<b>Theme</b>	<b>Comment</b>	<b>Count</b>	<b>%</b>
	Suggestion/route option	Hackney Central should get transport investment before Stamford Hill	2	
		Branch split should be further north to reduce tunnelling costs	1	
		Broxbourne branch should route via Hackney Central - Clapton - Tottenham Hale	1	
	Cost/finance	Suggest money better spent on southern section around Balham/Tooting	1	
		<b>Total</b>	<b>385</b>	

## Question 15: Do you have any comments about the proposals for a Crossrail 2 station at Angel?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>647</b>	<b>48%</b>
	General supportive comments	Support this proposal	443	
	Transport/capacity/connectivity	This would improve transport connectivity at Angel	59	
		This station would provide better transport links for a wider community	40	
		Would ease pressure on overcrowded Northern line	25	
		These proposals would improve journey time links with the Northern line	24	
		This would help ease increasing passenger numbers at Angel station	17	
		Would ease pressure on bus services	2	
		Better access to Turnpike Lane	1	
		Economy	Development would benefit local economy	11
	Regeneration/development	Would improve the look of the area	8	
		Development would improve area	1	
	Suggestions/route options	Support for route continuing to Hackney Central	4	
		Build as soon as possible	4	
Design	Support entrance on White Lion Street	8		
<b>Issues and concerns</b>	<b>Total</b>		<b>520</b>	<b>38%</b>
	General unsupportive comments	Do not support this proposal	153	
	Specific local issue	Against demolition of Electrowerkz music venue in Torrens Street	143	
		Concern about public funds being used to buy the Royal Bank of Scotland building	3	
	Conservation/heritage	Concern that important buildings within a conservation area will be destroyed	97	
	Construction	Concern about disruption during building works	45	
		Concern about construction works on Torrens Street	23	
		Concern about disruption to roads	10	
		Construction traffic would increase local congestion	8	
		Concern about vibrations in Noel Road from the construction	3	
		Construction would cause local pollution	3	
		Against worksites on White Lion Street	3	

	Theme	Comment	Count	%
	Transport/capacity/connectivity	Pavements around the station would become too overcrowded	8	
		This would add further pressure to the Northern line	3	
		Does not support improving commuter links into central London	2	
		Not ideal for Northern line interchange	1	
		Connections to City of London need to be improved on Crossrail 2	1	
	Environment/social	Concern about pollution from completed shafts	3	
		Against loss of green space	3	
	Design	Support an entrance on Islington High Street/City Road rather than Torrens Street	2	
		Do not make tunnels deeper, they are fine as they are	1	
		Safety concerns around proposed escalators (i.e. there should be several escalators rather than one long one)	1	
	Suggestions/route options	Metro style railway more suitable for Angel	2	
		Future link to Hackney Central not needed	1	
	Cost/finance	Invest this funding in improving current Tube services	1	
	<b>Neutral/Unknown</b>	<b>Total</b>		<b>190</b>
Suggestions/route options		Need station at Essex Road	41	
		Need station at Old Street	17	
		Rename station as 'Angel Islington'	5	
		Need station at Shoreditch	4	
		Route should be more direct to cut journey times	4	
		Route Crossrail 2 along Seven Sisters Road	3	
		Need another station towards Highbury Corner	2	
		Route should go below the canal to avoid tunnelling under houses	2	
		Utilise the disused 'City Road' station	2	
		Use existing TfL land for worksites	2	
		Utilise the canal for pedestrian link between Angel and Dalston stations	1	
		Suggest an underground passage to Pentonville Road	1	
		Should connect with Crossrail 1 at Farringdon	1	

	Theme	Comment	Count	%
		Station should be on Pentonville Road	1	
		Single route should continue until Stoke Newington then split	1	
		Include new shopping mall in station design	1	
		Pedestrian subway underneath Upper Street for safe crossing	1	
	Design	More entrances and exits needed	33	
		Should be sympathetic to street design	12	
		Ensure station is fully accessible	11	
		Station needs to be made bigger	3	
		Old tube entrance should be used for Crossrail 2 construction	1	
		Entrances should be further apart	1	
		Double platforms for entering/exiting train needed	1	
	Transport/capacity/connectivity	Ensure simple interchange between Crossrail 2 and Northern line	19	
		Improve pedestrian access to the station and in surrounding areas	2	
		Taxi rank needed	1	
		Links to Highbury & Islington need improving	1	
	Construction	More information needed about disruption to the local area	6	
		Minimise any impact on Chapel Street Market during works and after completion	5	
		Do not affect emergency services during construction	1	
		Sites C & D preferable for construction sites	1	
	Specific local issues	How will this affect the canal tunnel?	3	
		<b>Total</b>	<b>1,357</b>	

## Question 16: Do you have any comments about the proposals for a Crossrail 2 station at Euston St. Pancras?

	Theme	Comment	Count	%
Supportive	<b>Total</b>		<b>807</b>	<b>53%</b>
	Transport/capacity/connectivity	Supportive of link between Euston and St. Pancras/Kings Cross stations	79	
		Important link between southwest London and Eurostar/Euston St. Pancras	54	
		Supportive of link to northern transport hub	42	
		Supportive of link to Eurostar	37	
		Would reduce crowding on the Victoria line	26	
		One of the most important stations on the line	22	
		Supportive of link to mainline services	21	
		Fundamental station for integration with other railway networks	17	
		Necessary to cope with additional demand from HS1/HS2	16	
		Would reduce crowding on the Northern line	15	
		Would ease congestion	12	
		Supportive of link to HS2	10	
		Supportive of Thameslink connection	9	
		Supportive of link between northeast, central and southwest London	9	
		Supportive of link between Northern and Victoria lines, National Rail and HS1/2	8	
		Supportive of improved capacity and connectivity in London	7	
		Essential link to both High Speed lines	5	
		Would reduce pressure on Vauxhall	2	
		Supportive of easier journeys to Kent via HS1	2	
	Supportive of link to British Library	2		
	Would allow easier connections to the rest of the country	2		
	Would reduce crowding in the Euston underground ticket hall	1		
	Would relieve congestion at Waterloo for Eurostar travellers	1		
	Supportive of additional capacity at Euston	1		
	Would reduce crowding on the Central and Circle lines at Liverpool Street station	1		

	Theme	Comment	Count	%
		Supportive of link to Clapham Junction	1	
		HS2 unnecessary, however this is a good idea	1	
		One stop for both stations would speed up journeys	1	
	General supportive comments	Support this proposal	366	
	Suggestions/route options	Build as soon as possible	14	
		Supportive of this method of bypassing Waterloo	2	
		Supportive, provided it doesn't impede progress of the overall project	1	
	Design	Please integrate fully with King's Cross, St. Pancras and Euston HS2	4	
		Supportive, as long as there is a good underground connection to both St. Pancras and Euston HS2	4	
		Unlikely to have a negative impact on local community as it's already a large interchange	2	
		Supportive of additional station entrances/exits	1	
		Supportive of entrance near St. Pancras to improve connections	1	
		The design is very functional	1	
		More user friendly for disadvantaged users	1	
	Economy	Hope for increased business opportunities in Euston Station	2	
		The area is a growing hub for jobs, which people need to access	1	
	Regeneration/development	Opportunity to expand and improve the Underground ticket hall at Euston	2	
Construction	The plans seem to minimise disruption	1		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>377</b>	<b>25%</b>
	Design	Suggest link between Euston, Kings Cross and St. Pancras with high speed moving walkways	60	
		Must be well-integrated with HS1 and HS2	38	
		Should connect to Euston Square tube station	19	
		Ensure there is a direct link into the National Rail stations	13	
		Consider two separate Crossrail 2 stations for Euston and St. Pancras, since both are such major stations	12	

	Theme	Comment	Count	%
		Consider provision for a HS1-HS2 link via the same alignment	11	
		Consider connection to King's Cross	8	
		Suggest entrances to King's Cross St. Pancras and Euston both underground and overground	8	
		Ensure easy connection to Eurostar	7	
		Make it big enough to ensure it is future proof	7	
		Suggest linking all three stations Underground with no need to pass through barriers	5	
		Consider two northbound and two southbound platforms to avoid hold-ups and plan for future extension	5	
		Ensure step-free access	4	
		Suggest entrance to the north of the new Crossrail 2 platforms	3	
		Suggest adopting a design such as this <a href="http://www.eustonddd.co.uk">www.eustonddd.co.uk</a> to link Euston mainline, High Speed and Crossrail services	3	
		Ensure connection to Circle, Hammersmith & City and Metropolitan lines without having to exit barriers	2	
		Suggest exit on Ossulston Street for access to the British Library, Frances Crick and the surrounding area	2	
		St. Pancras main station building and Thameslink platforms should be incorporated	2	
		Create access from one of the Underground ticket halls at Kings Cross St. Pancras	2	
		Ensure tunnels and entrances/exits are big enough for luggage	2	
		May require more spacious platforms due to high passenger flow	2	
		Suggest reversing facilities at the station	2	
		Supportive if inside the current footprint	2	
		Signage must be clear	2	
		Ensure easy interchange between Crossrail 2 and National Rail	2	
		Larger lifts required for people with luggage	2	
		Suggest positioning the station between the Victoria and Northern (Bank) lines for easier connection to Underground services	1	

	Theme	Comment	Count	%
		Suggest connect HS1/2 tracks to Crossrail tracks to allow trains to move between HS services and for Crossrail platforms to be used to load/unload HS passengers at peak times and Crossrail trains can be stored on High Speed tracks when out of service	1	
		Suggest access from Thameslink without having to exit ticket barriers	1	
		Suggest link to western end of Northern line platforms at King's Cross	1	
		Suggest pedestrian tunnel to run between the platforms from Drummond Street to Pancras Road for easy interchange with other services	1	
		Suggest exits with barriers to the east side of Euston station to avoid extended walking times	1	
		Consider a longer underground walkway to allow people to exit at Regent's Park and Pentonville Road, for example	1	
		Suggest additional two east-west platforms to allow for future Crossrail expansion	1	
		Explore pedestrian links to both Northern line stations	1	
		Suggest separate platforms for entry and exit	1	
		Suggest relocate platforms to the south to run below Euston Square Gardens and the entrance court of the British Library to reduce demolition	1	
		Entrance to King's Cross St. Pancras on Pentonville Road should remain open	1	
		Suggest escalator from the western end of the Circle line to spread crowds	1	
		Should have platform edge doors for safety	1	
		Include a landscaped cycle and pedestrian green route between the stations	1	
		Suggest natural light in the foot tunnels	1	
		Suggest seating or cafes along walkways	1	
		Use art and lighting installations to make the complex visually attractive	1	
		Suggest stairs should have a trough for bicycle and stroller wheels, and ramps for luggage wheels	1	
		Requires careful thought about fire/disaster management	1	

	Theme	Comment	Count	%
		Euston is the most difficult station to navigate for a partially sighted person (consider incorporating safe and effective one-way systems in the new design)	1	
		Misunderstood proposal	1	
		More information needed about the proposals for Site A	1	
		More information required about links to Eurostar services	1	
		Crossrail 2 trains must have sufficient luggage storage	1	
		Underground connections must be air-conditioned	1	
	Regeneration/development	Use this opportunity (with HS2) to completely remodel Euston	31	
		Ensure a lasting positive legacy is created from the necessary temporary disruption	3	
		Could lead to future extension of the Victoria line southwards	1	
		Suggest new/improved public space to give something back to the community	1	
	Suggestions/route options	Alternative station name suggested	4	
		Suggest Crossrail 2 services south, south east and east London	1	
		Suggest route via Russell Square and Clerkenwell instead	1	
		Suggest stop at Liverpool Street Station	1	
		Supportive of a through National Rail service at Euston	1	
		St. Pancras is more important, but connecting both stations would be beneficial	1	
		Suggest stop at Marble Arch	1	
		Intersection with tube to access both King's Cross/St. Pancras and Paddington/Marylebone would be beneficial	1	
		Suggest link directly to Circle line at King's Cross	1	
		Closer links between the Northern and Victoria lines could be beneficial	1	
Connect to either Euston or St. Pancras, not both		1		
Suggest connection to Victoria line		1		
Crossrail 2 should have a direct connection to the Midland Mainline at St. Pancras		1		

	Theme	Comment	Count	%
		Suggest extension further north to Kentish Town or Kentish Town West (preferably both)	1	
		Suggest link at Teddington	1	
		Suggest four track section with connection to WCML slow lines	1	
		Not a key station initially, could be added in phase 2	1	
		Suggest route through Marylebone instead to spread the load	1	
		Suggest that some HS2 services run to Old Oak Common and Stratford instead of Euston	1	
		Suggest direct trains from Manchester/Birmingham to the continent	1	
		Suggest extension to Borehamwood	1	
		Suggest shuttle service link between Euston, King's Cross and St. Pancras	1	
		Suggest shuttle from Euston to Old Oak Common	1	
		Suggest link to Heathrow	1	
		Alternative step-free route to Clapham Junction	1	
		Suggest terminating some HS2 services at Old Oak Common	1	
	Transport/capacity/connectivity	Ensure interchange between trains, tube, buses, etc. is as smooth as possible	7	
		Should not be a substitute for a HS1-HS2 link	5	
		Existing facilities at Euston are insufficient	3	
		How does the station interact with Circle, Hammersmith & City, Metropolitan lines and Thameslink?	3	
		HS2 should continue to St. Pancras	1	
		Supportive if connections are available from the Twickenham area	1	
		Connections from South East London to Euston and other key hubs should be improved, in order to ensure Crossrail 2 is successful	1	
		Supportive of link to Victoria and bus services	1	
		In order to connect Hertfordshire to King's Cross/St. Pancras, both Alexandra Palace and Euston St. Pancras stations are necessary	1	

	Theme	Comment	Count	%
		Consider more efficient way for buses to service the new station as there are currently too many delays due to traffic lights	1	
		Tube stations would have to be expanded, since they are already overcrowded	1	
		The opportunity to walk from Euston to King's Cross and St. Pancras would reduce unnecessary journeys	1	
		Suggest the traffic capacity of Euston Road is reduced due to the increased number of pedestrians exiting the station	1	
		Is it suitable for interchange from other lines between Euston and St. Pancras?	1	
	Construction	Attempt to combine works with the HS2 development	21	
		Suggest use the area occupied by St. Pancras Church instead of site A	1	
		Consider using area south of Euston Road as work sites to reduce impact on Somers Town	1	
		Suggest the canal system is used for moving materials to reduce impact on traffic	1	
	Specific local issue	Rebuild the Euston Arch	5	
		Please relocate the Bree Louise pub	1	
	Economy	Suggest apprenticeships for local youth on construction projects to give something back to the local community	1	
		Opposition to HS2 construction affecting businesses in Drummond Street	1	
		Drummond Street shops and restaurants should be preserved	1	
	Issues and concerns	<b>Total</b>		<b>344</b>
Design		Concern about long walking distances between Euston, King's Cross and St. Pancras	42	
		Concern about passageways between Euston St. Pancras and King's Cross St. Pancras creating a Chatelet-Les Halles-style 'labyrinth'	7	
		Concern about the size making it inefficient	7	
		Insufficient detail about how interchange with the existing network will take place	7	
		Two entrances/exits not sufficient	5	
		Dedicated access to Crossrail 2 platforms required	4	

	Theme	Comment	Count	%
		Concern about distance from station entrance to platform	3	
		Concern about passengers using the Crossrail 2 platforms as an Underground walkway between Euston and St. Pancras	3	
		Improvements to Underground entry at Euston needed	2	
		Concern about a lack of space for further Underground development	2	
		It is a pity there is no interchange there for Crossrail 1	2	
		Concern about the location of worksite B	2	
		There is no exit on Euston Road, so poor connectivity with east-west bus routes	1	
		Concern about tight curvature between Tottenham Court Road and Euston St. Pancras	1	
		Maps are unclear about which parts of the development are Underground and Overground	1	
		Insufficient detail about the likely impact on Euston/St. Pancras residents and businesses	1	
	Construction	HS2 works combined with Crossrail 2 works could prolong disruption to travel and local community	18	
		Suggest worksite on existing station footprint to minimise loss of homes and valued listed buildings	9	
		Concerns about disruption to existing facilities while new infrastructure is installed	9	
		Concern about construction noise and pollution for residents	8	
		Concern about prolonged traffic disruption	8	
		Opposition to worksite in Euston Square Gardens as it is a well-used public space	7	
		Concern about construction noise	5	
		Concern about station congestion	5	
		Opposition to entrance/exit location due to loss of housing	3	
		Proposals to remove excavated material by tunnel to reduce noise and vibration welcomed	3	
		Concern about emergency response times increasing during works	1	

	Theme	Comment	Count	%
		Concern about delays to the project due to the scale of this part of it	1	
	Environment/social	Opposition to loss of housing, especially social housing	43	
		Concern about green spaces being used as construction sites	5	
		Opposition to the felling of mature trees on Site E	3	
		Concern about impact on local community	1	
	Transport/capacity/connectivity	Unnecessary/not beneficial	16	
		Concern about crowding with new station	13	
		Capacity at Euston is already exceeded and this will not help	8	
		Not necessary - it is already adequately serviced	4	
		Connection to King's Cross St. Pancras should be better	2	
		No benefit to southwest London, quicker to go to Waterloo then take the 59 bus	2	
		Concern that the existing station infrastructure will not cope with the increased capacity	2	
		Balham to St. Pancras will take longer on Crossrail 2 than on the Northern line	1	
		Poor connections to Hackney	1	
		This duplicates existing routes and lacks new possibilities	1	
	Suggestions/route options	The name will create confusion	13	
		St. Pancras preferable to Euston St. Pancras	5	
		King's Cross preferable to Euston St. Pancras	4	
		Reopen York Road station instead to serve this area	2	
		Preferable to go to King's Cross St. Pancras to bridge the two branches of the Northern line. Euston is already well connected	1	
		Hackney Central station is a better option than Dalston due to its connection to Liverpool Street station	1	
		A direct link from southwest London to Stratford International would be more valuable	1	
		Euston preferable to St. Pancras	1	
		Suggest develop Luton instead	1	

	Theme	Comment	Count	%
	Conservation/heritage	Concern about works damaging/causing demolition of historic buildings	21	
	Specific local issue	Concern about the effect on the British Library	8	
		Concern about demolition of pubs in Euston Square Gardens	2	
		Concern about the effect of construction tunnelling on sensitive clinical and research equipment at University College London Hospital properties located above the proposed running tunnels	2	
		Concern about traffic management problems if Midland Road is closed	1	
		Move worksite A further north to avoid well-used area near Travelodge	1	
		Concern about what would happen to the bus station on Site E	1	
		General unsupportive comments	General opposition	5
	Cost/finance	Waste of time and money	2	
		Journey times and costs should not exceed existing travel options	2	
	Regeneration/development	The money should be spent on improving rail in North East England	1	
		<b>Total</b>	<b>1,528</b>	

## Question 17: Do you have any comments about the proposals for a Crossrail 2 station at Tottenham Court Road?

	Theme	Comment	Count	%
Issues and concerns	<b>Total</b>		<b>595</b>	<b>45%</b>
	Specific local issue	Opposition based on concerns about the impact on Soho and surrounding area, especially on the culturally important Curzon Soho cinema	207	
		Please rehome Curzon cinema	20	
		Concern about disruption to Curzon Soho cinema and basement cinemas/recording studios in the area due to Underground construction	4	
		Concern about impact on the Hanway Conservation Area	7	
		Concern about impact on residential buildings in Gresse Street which overlook Site A	1	
	Construction	Concern about prolonged disruption to the local area following Crossrail 1 construction	97	
		Should have combined the works with Crossrail 1	27	
		Concern about increased traffic congestion	14	
		Concern about construction noise affecting local residents and businesses	7	
		Concern about the stability of buildings during underground construction works	2	
		Suggest Sainsbury's on Tottenham Court Road as an alternative worksite, to save the old pub that houses Byron Burger	1	
		Concern about emergency response times increasing during works	1	
	Transport/capacity/connectivity	Concern about station capacity	44	
		Concern about increased pedestrian congestion	32	
		Unnecessary/not beneficial	14	
		Not necessary, already well-connected	2	
		People should be channelled away from the centre of Zone 1, not encouraged to use it	1	
		Tottenham Court Road is already serviced by Crossrail 1, consider St. Pauls, Piccadilly Circus or Bank instead	1	
	Design	Opposition to entrance on Shaftesbury Avenue	22	
		Entrances too far apart/too far from platforms	11	
		Existing entrances and exits are sufficient	3	
		Opposition to entrance at Rathbone Place	2	
Conservation/heritage	Concern about the impact on historic/architecturally important buildings	28		
	Please protect pub on Dean Street that is planned to be demolished	1		

	Theme	Comment	Count	%
	General unsupportive comments	General opposition	14	
	Economy	Concern for businesses in the area which will have to relocate or close down	10	
	Suggestions/route options	Consider waiting to assess the impact of Crossrail 1 before a decision is reached	4	
		Preferable to link with Oxford Circus or Bond Street instead	2	
		The Queen might not approve of the line running so close to Buckingham Palace	1	
		The money should be spent on improving rail in the north east of England	1	
		Suggest using Holborn instead because it is quieter	1	
		Consider running to Waterloo instead to replace Waterloo & City line	1	
	Environmental/social	Noise levels at night time will be increased by higher numbers of visitors	5	
		Concerns that trains will be heard or cause vibrations in the buildings above	2	
	Regeneration/development	Concerns about a lack of space for further Underground development	3	
		Concerns about what will be built on the work sites following the completion of Crossrail 2	1	
	Cost/finance	Proposed development is too expensive	1	
	<b>Supportive</b>	<b>Total</b>		<b>546</b>
Transport/capacity/connectivity		Supportive of link between Crossrail 1 and Crossrail 2	110	
		Important station	35	
		Supportive of link between London Underground network and Crossrail 1	21	
		Supportive of improved access to West End	21	
		Supportive of link from south west to central London	19	
		Supportive of easier access to Heathrow	5	
		Would relieve pressure on London Underground services	4	
		Would relieve congestion on the Northern line	3	
		Supportive of improved access to the Central line	2	
		Would make Tottenham Court Road as important an interchange as Farringdon will be when Crossrail 1 opens	2	
		Supportive of easier access from the east	1	
		Would ease congestion	1	
		Would relieve congestion on the Central line	1	

	Theme	Comment	Count	%
		Would divert traffic from Oxford Circus	1	
		Provides a much needed direct rail link to Victoria	1	
	General supportive comments	Support this proposal	265	
	Design	Supportive of entrance/exit on Shaftesbury Avenue	25	
		Supportive of entrance on Rathbone Place	4	
	Economy	Would have a positive impact on local businesses	11	
	Suggestions/route options	Build as soon as possible	7	
	Construction	Minimum work required due to Crossrail 1 works	3	
		Worth the disruption	1	
Environmental/social	Would have a positive impact on theatres and theatre-goers	3		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>178</b>	<b>13%</b>
	Suggestions/route options	Suggest Trocadero site as alternative to Site B	28	
		Consider plans to pedestrianize Tottenham Court Road and Oxford Street or reduce motor vehicles	11	
		Suggest Piccadilly Circus as an alternative	9	
		Suggest Bond Street as an alternative, due to connections with Jubilee, Central and Victoria lines	3	
		Suggest Leicester Square as an alternative	3	
		Consider an additional stop at Piccadilly Circus	3	
		Consider intermediate station between Tottenham Court Road and Victoria to better serve central London	3	
		Think about Crossrail 3 when designing the station	2	
		Suggest change name to Soho station	2	
		A station at Hackney Central is preferable to Dalston due to its connection to Liverpool Street station	1	
		Suggest Covent Garden as an alternative to increase capacity	1	
		Suggest station at Marble Arch to connect with Central line and provide a north/south connection to the western end of Oxford Street	1	
		Consider more links between Crossrail 1 and Crossrail 2 in central London	1	
		Consider an additional stop to enable interchange with the Jubilee line	1	
Focus on south and east of London as well as north and central	1			

	Theme	Comment	Count	%
		Consider an intermediate station between Tottenham Court Road and Victoria to allow interchange with a future Crossrail 3	1	
		Suggest build new 'Soho' station, between Tottenham Court Road and Leicester Square	1	
		Consider splitting into two stations, one north of Oxford Street and one south of Shaftesbury Avenue	1	
		Suggest link near Hyde Park instead to reduce strain on Tottenham Court Road	1	
		Consider terminating Crossrail 2 at Stansted	1	
		Suggest include signage to Leicester Square from the platforms	1	
		Consider existing Crossrail 1 sites before affecting the local community	1	
		Consider crossover facilities between Crossrail projects to allow emergency train re-routing and diversion	1	
		Consider opportunity to create a major ground transport interchange with adequate bus interchange facilities	1	
		Suggest interchange with Bakerloo and Piccadilly lines via a moving walkway to Piccadilly Circus	1	
		Consider cross-platform interchange with the Northern line	1	
	Design	More information required	7	
		Misunderstood Soho Square plans	6	
		Ensure clear signage	3	
		Consider two northbound and two southbound platforms to allow extra dwell time, since this is likely going to be the busiest station	2	
		Suggest new entrance at south end of platforms	2	
		Suggest platforms located to the north of Oxford Road, with entrance near Goodge Street	2	
		Ensure rapid exit to street level	2	
		Ensure step-free access	2	
		Suggest double ended station between Oxford Circus/Hanover Square entrance of Bond Street station and Piccadilly Circus instead	1	
		Ensure entrances are of architectural merit	1	
		Stairs should have troughs for bicycle and stroller wheels, and ramps for luggage wheels	1	
		Suggest separate platforms for entry and exit	1	

	Theme	Comment	Count	%
		Suggest Northern line platforms have an exit at the northern end that leads via escalators to the Goodge Street existing exit, so trains no longer need to stop at Goodge Street	1	
		Consider additional entrance/exit on Charing Cross Road close to Cambridge Circus	1	
		Suggest underground moving walkway link to Leicester Square	1	
		Suggest moving walkways to avoid long walks through the station	1	
	Construction	Suggest fire station on Shaftesbury Avenue as an alternative work site to Site B	19	
		Remove spoil using tunnels, instead of over ground routes	2	
		Consider car park in Chinatown as an alternative work site	2	
		Consider Phoenix Gardens as alternative work site to Site B	1	
		Suggest 24 hour manned office in Soho during construction works to quickly respond to residents' and business owners' queries, concerns and problems	1	
	Regeneration/development	Important to maintain pedestrian access to Soho Square and ensure it remains a pleasant area	13	
		Demolish as many decrepit buildings as possible at the same time	2	
		Selection of worksites should be flexible to allow redevelopment schemes	1	
		Tottenham Court Road station is ugly and it should be demolished	1	
		Crossrail has a moral obligation to restore The Astoria, LA2 and Ghetto following completing of Crossrail 1 & 2 works	1	
	Transport/capacity/connectivity	Ensure short and easy transfers between services	12	
		Useful as an alternative interchange to Farringdon from KGX/STP	1	
		Consider opportunity to create a pedestrian link between Gresse Street and Hanway Place	1	
		Suggest creating a transport hub with trams along Oxford street	1	
		Bring back trams	1	
	Cost/finance	Journey times and costs should not exceed existing travel options	2	
	Environmental/social	No benefit to theatre-goers because the service would finish too early	1	
	Specific local issue	Do not re-route buses along St. Giles High Street	1	

	<b>Theme</b>	<b>Comment</b>	<b>Count</b>	<b>%</b>
		<b>Total</b>	<b>1,319</b>	

## Question 18: Do you have any comments about the proposals for a Crossrail 2 station at Victoria?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>804</b>	<b>51%</b>
	General supportive comments	Support this proposal	488	
	Transport/capacity/connectivity	Would relieve the congestion in the station/increase capacity	55	
		Essential station for connections to/integration with other transport networks/important transport hub	52	
		Would make Victoria gateway to the South/important interchange point for the south	45	
		Would provide more direct journeys without having to change	26	
		Would ease crowding on the Victoria line	22	
		Would ease crowding of tube station and lines	21	
		Would make it easier to get to the airport (Gatwick)	15	
		Would relieve pressure on railway lines	14	
		Important interchange point for north-south through rail services	11	
		Would make Victoria a gateway to the whole of London	8	
		Would give more journey flexibility	7	
		Would make Victoria gateway to the north/important interchange point for the north	6	
		Would relieve pressure from other stations	4	
		Would reduce travel time	4	
		Would provide opportunities for people living outside London to commute to London	3	
		Would make Victoria gateway to the west/important interchange point for the west	3	
		Desperately needs connections between Victoria and Chelsea to bypass busy road traffic	1	
		May lead to an extension of the Victoria line further south	1	
Regeneration/development	Would enhance/improve the area	8		
	Demolish the coach station	3		
	Provides a good chance to redevelop the Victoria area	2		

	Theme	Comment	Count	%
	Design	Unlike sites A and D, site C is only referred to as a 'possible' new station entrance, this entrance would be encouraged	2	
		Design looks promising	2	
		Good idea to expand underground connections and ticket halls here	1	
<b>Issues and concerns</b>	<b>Total</b>		<b>476</b>	<b>30%</b>
	Construction	Endorses St Peter's C of E Primary school statement - concern about proximity of construction site to the school	86	
		Again long term disruption, station and area will be subject to construction work so shortly after the current works	48	
		No coordination with existing works	18	
		Concerned that the home is located directly above the tunnels/ home is located near Crossrail sites	7	
		Against demolition of Belgrave House	6	
		Would prolong current works without benefit	6	
		Should not be allowed near residential areas	5	
		Works should be further from the school	3	
		Current construction works have had a bad impact on pedestrians	2	
		Current construction works have already negatively impacted businesses	2	
		Benefits of the Crossrail service are smaller than the negative impact of construction and the money invested	1	
		Given the experience from the current works, this will take decades to complete	1	
		General unresponsive comments	Do not support this proposal	147
	Regeneration/development	Possible negative impact on area	29	
		Already a lot of developments in the area	10	
		Do not want to attract more people to the area	2	
	Suggestions/route options	Unsupportive of the route continuing on to Chelsea	28	
		Would make more sense to connect Crossrail 2 to Waterloo instead of Victoria	2	
		Sort out the existing lines first	1	
		Better to invest the money in new growth areas (Stratford, Lewisham) than a line that gets more people into the centre	1	

	Theme	Comment	Count	%
		Again no rail improvements in south east London (Bromley and Orpington)	1	
		The money should be used to improve rail in northern England	1	
		Charing Cross is a better choice of station than Victoria	1	
		Orpington to Canary Wharf linking to Crossrail 1 is missing	1	
		Epsom line does not go to Sutton, which is much needed as Southern trains are inadequate.	1	
		Victoria makes sense, Balham station doesn't	1	
		Better to link Crossrail to a less used station (e.g. Marylebone)	1	
		Would like the route to go via Exhibition Road/Royal Albert Hall instead of Victoria	1	
	Transport/capacity/connectivity	Area is already well served by buses, trains, underground, so no need for Crossrail 2	7	
		Concerns about how pedestrian congestion in and around the station will be mitigated	7	
		Congestion in the area is concerning with regard to pedestrians, buses, tube lines and taxis (how will this be mitigated), don't make congestion worse	6	
		Concerns about traffic along those parts of Ebury Street and Eccleston Place, which run at the front and rear of our building respective	4	
		Would negatively impact commute as a result of a reduction in trains on mainline services with Crossrail 2	1	
		Too little demand in the area to add this service	1	
		Crowding on Victoria line will stay an issue	1	
		Interchanges between bus services are now difficult, as stops are placed all around the station	1	
		The area does not need to be like Oxford Street (huge influx of traffic)	1	
		Environment/social	Would destroy livelihood/community	14
	This will attract terrorists, what will be done to keep the station safe?		1	
	No further tube noise/vibration impacting Birdcage Walk Conservation Area		1	

	Theme	Comment	Count	%
		Concern over impact to Battersea Park	1	
	Design	Concern over use of Site E and Semley House at Victoria	4	
		Station entrance in Lower Belgrave Street is unnecessary and unjustified compared to the long-term disturbance that the construction works will cause	3	
		Point A is an inappropriate location	2	
		Concerns over use of Site C at Victoria	2	
		Station too small for another interchange	1	
		Specific local issue	Threatens Marsden and Brompton Hospital	2
	Objects to moving the coach station		1	
	Cost/finance	Waste of funds	2	
<b>Neutral/Unknown</b>	<b>Total</b>		<b>307</b>	<b>19%</b>
	Transport/capacity/connectivity	Should be able to handle growing passenger numbers/population	8	
		Take current congestion into account for the design	7	
		Would like to know more about how Crossrail 2 can guarantee that the already crowded Victoria station would not be overwhelmed by the additional travellers?	3	
		Victoria/central London needs another station to ease congestion	2	
		Crossrail 2 should not replace existing services	1	
		Should connect to Twickenham	1	
		Needs a direct link to Paddington	1	
		What will the impact of Crossrail 2 be on pedestrians and commuters?	1	
		Crossrail 2 station should have capacity to reverse at least 50% of trains at peak times	1	
		Victoria line overcrowding is not at Victoria, but between Euston and Oxford Circus	1	
		Suggestions/route options	Station should be positioned more east/south	4
	Should go directly from Clapham to Victoria, bypassing Chelsea		3	
	Grosvenor Place/Gardens more appropriate location		2	
	Start construction as soon as possible so it ties in with current works		2	
	No ventilation shaft in the area		1	

	Theme	Comment	Count	%
		Why has a strip from Victoria to Chelsea Embankment been designated?	1	
		Extend Crossrail 2 to Stansted	1	
		Would make more sense to connect directly to Gatwick than to SW stations	1	
		Should be serving Waterloo and the city, replacing the Waterloo and City line	1	
		Create a clockwise loop that branches off at Clapham Common to serve Old Oak Common directly and returns via Paddington/Lancaster Gate, under Hyde Park to then merge with the southbound service at Victoria.	1	
		There should be an intermediate station between Tottenham Court Road and Victoria, as it will provide better connections to central London. This will also provide opportunities to connect Crossrail 1 and 2 with a future Crossrail 3 at Bond Street and Piccadilly Circus	1	
		Create station at World's End	1	
		Create a bus station like the one in Vauxhall, and reconsider traffic and road design in the area	1	
		This should be a four track station with separate 2 track sections going to Balham and Clapham Junction	1	
		Bring the line to the surface at Victoria and make use of track from Victoria to Clapham Junction, then lay extra track on existing railway land between Clapham Junction and Raynes Park to cut costs	1	
	Specific local issue	Which buildings are going to be demolished (Belgrave House/Ebury Gate/Lower Belgrave Street/Terminal House)	6	
		What would the impact be on the coach station?	5	
		Full structural survey of surrounding area needs to be undertaken	2	
		Little information provided about the impact of construction and Crossrail 2 on the area	2	
		There doesn't seem to be any information about how this will interact with the new stations at Vauxhall?	1	
		Is there an alternative location for London's main coach station?	1	

	Theme	Comment	Count	%
		Need for a (separate) consultation for the coach station. It is of vital importance to the London tourist sector	1	
	Regeneration/development	Victoria station needs upgrading/improvements	7	
		Have the future Crossrail constructions been taken into account with the current upgrade of the station?	2	
		Would this replace existing facilities or would extra facilities be constructed?	1	
		Major streetscaping will be needed in the Victoria area to remove the 'clutter' as a result of these works	1	
	Environment/social	Environmental Impact must be assessed	2	
	Economy	Good for businesses, bad for residents	1	
	Design	Interchange between Crossrail 2 and underground/mainline rail should be properly designed/easy to use	29	
		Extra capacity (pedestrian footfall) in and around the station is essential to deal with congestion	23	
		There should be a direct interchange/entrance to the Coach station	18	
		There should be an (extra) entrance elsewhere	10	
		There should be no entrance in Ebury Street	9	
		Should provide step-free access	6	
		Must have direct (deep-level) link from tube line platforms (preferably cross-platform)	5	
		Good signposting/wayfinding is essential	5	
		Difficult to fit within space restrictions	3	
		Good that the station is close to mainline platforms and tube	2	
		Use travelators to make interchange easier	2	
		Crossrail 2 station should be a three platform station so trains can be accessed from either side	2	
		supply sufficient ways to get to platforms (escalators, stairs)	2	
		All works and completed structures must be in keeping with local aesthetics	2	
	Create (underground) entrances closer to Westminster	1		

	Theme	Comment	Count	%
		Go big and incorporate natural light if possible	1	
		Add two additional north-south platforms and two east-west platforms to facilitate interchange	1	
		Provide bicycle trough in stairs, ramps for strollers and luggage	1	
		Almost impossible to connect Crossrail with main line services without a complete rebuild	1	
		Sinking the existing sub-surface Circle/District line and bringing Crossrail 2 up towards the surface as much as feasible	1	
		A subway could be built under the station to provide exit to the Hudson's Place/Wilton Road area, so people heading to the nearby amenities would have easier access and would not increase crowds within the National Rail station or the Underground interchange	1	
		The two platforms for Crossrail 2 should be located vertically, one above the other, not alongside each other	1	
		Station should be built under the existing station to ease transfer	1	
		It isn't mentioned in the literature, but would there be a direct connection from the Crossrail 2 platforms to the Victoria line?	1	
		Design the station in such a way that it is one station instead of multiple (coach, train, tube, Crossrail 2)	1	
		Will elevators be installed in addition to escalators?	1	
		Please show us a video presentation with Victoria Station upgrade and Crossrail 2 since station upgrades is currently happening at Victoria.	1	
		Install larger lifts to accommodate people with luggage	1	
		Build a underground passage for direct access to cathedral square	1	
		Should have a connecting tunnel to Victoria Nova development	1	
		Access to Ebury Street must be maintained	1	
	Cost/finance	Consider costs in the operations, as not many people will use Crossrail if it is much more expensive than alternatives	1	

	Theme	Comment	Count	%
	Construction	Minimise disruption from works (to travellers, residents and businesses)	29	
		Avoid demolishing buildings	22	
		Services should not be disrupted by construction works	7	
		Minimise the impact of construction on the air quality	5	
		Limit noise disruption/vibrations	5	
		Would this create construction problems and delays like at London Bridge?	3	
		Must be a Project Liaison Officer available for local residents	2	
		Compensation for those affected should be available	2	
		Demolish Victoria Place Shopping centre (and use as a construction site)	2	
		Review the walking options to/around Victoria for the construction period	2	
		Coordinate construction with planned construction sites in the area	2	
		Working hours should be 8am-6.30pm Mon-Fri	2	
		All works access via Lower Belgrave Street or Buckingham Palace Road	2	
		What are the consequences for bus services during construction?	1	
		How would spoil be moved safely from the site without affecting local parks?	1	
		With the current state of Victoria, more development/construction will go unnoticed	1	
		Use the construction period to reconsider bus services and routes around the station	1	
		How would construction impact the tube lines?	1	
	Do not know how to get advice or help for the house that is in the construction area?	1		
		<b>Total</b>	<b>1,587</b>	

## Question 19: Do you have any comments about the proposals for a shaft at Victoria Coach Station, between King's Road Chelsea and Victoria?

	Theme	Comment	Count	%	
Issues and concerns	<b>Total</b>		<b>243</b>	<b>43%</b>	
	General unresponsive comments	Do not support this proposal	77		
	Construction	Would cause disruption to the local area	23		
		Concern about disruption to the operation of the coach station/public transport	20		
		Construction would worsen traffic/congestion	4		
		Concern about the length of construction	3		
	Specific local issue	Concern that this displaces Victoria Coach Station	24		
		Area already congested due to road works and construction	9		
		Unsupportive as the area is very residential	7		
		Concern about the impact on Semley House	5		
	Suggestions/route options	Opposed to a Crossrail 2 station at King's Road Chelsea	22		
		Opposed to shafts on Westbridge Road	5		
		Opposed to shafts in Jubilee Place	3		
		No ventilation shafts on Sydney Street	2		
		Opposed to shafts in Battersea	1		
	Transport/capacity/connectivity	This area is already well served by public transport	13		
		This area is already overcrowded/congested	6		
	Environment/social	Concerns about pollution	11		
		Do not support loss of green space	1		
	Cost/finance	Concerns over cost	4		
	Regeneration/development	No room for further Underground infrastructure	3		
	<b>Supportive</b>	<b>Total</b>		<b>232</b>	<b>41%</b>
		General supportive comments	Support this proposal	210	
	Regeneration/development	Support if this removes coaches from the area	7		
		This will help to redevelop the coach station and surrounding area	7		
	Suggestions/route options	Support for a station at King's Road Chelsea	5		
		Should also build a station here/in this area	3		

	Theme	Comment	Count	%
Neutral/Unknown	<b>Total</b>		<b>92</b>	<b>16%</b>
	Design	Need further information to comment	17	
		Provide an Underground link between the coach station and the train station	15	
		Include a station exit/entrance here	10	
		Improve connectivity at the coach station	4	
		Ensure the shaft is safe and secure	4	
	Conservation/heritage	Must not cause disruption to local aesthetic/architecture/listed buildings	25	
	Specific local issue	Relocate Victoria Coach Station permanently	7	
		Must not affect Chelsea Fire Station	1	
	Construction	Keep disruption to a minimum	5	
	Suggestions/route options	Suggest shaft should be located at Chelsea Barracks	2	
		Crossrail 2 should serve Twickenham	1	
		Should serve South Kensington/Earls Court	1	
	<b>Total</b>		<b>567</b>	

## Question 20: Do you have any comments about the proposals for a Crossrail 2 station at King's Road Chelsea?

	Theme	Comment	Count	%
Issues and concerns	<b>Total</b>		<b>12,637</b>	<b>86%</b>
	General unresponsive comments	Opposed to station at King's Road Chelsea	8873	
	Conservation/heritage	Station at King's Road would lead to commercialisation and spoil the character/heritage of the area	930	
		Does not support demolition of buildings/loss of market	129	
		Tunnelling would pose risk to (listed) buildings	48	
		Does not support demolition/building station on fire station site	10	
	Transport/capacity/connectivity	Area is already well served by London Underground and bus network	627	
		Station would increase local congestion	119	
		King's Road would have no interconnecting/onward services	49	
		Chelsea Diversion would bring longer journey times	16	
		Areas further from present Underground services would not benefit	6	
		Do not agree with estimated journey time savings	1	
	Construction	Would cause significant local disruption during construction	571	
		Concern about disruption to hospitals during construction	21	
		Would negatively affect house prices/rents during construction	16	
		Pollution and dust from construction poses health risks	10	
	Cost/finance	Costs of building a station on King's Road outweighs the benefits	353	
		Money could be spent in modernising/upgrading existing underground infrastructure	1	
	Economy	Scheme will cause disruption to small businesses on King's Road	149	
		Increase in rents/rates will drive people/business from the area	60	
		No transport/business case for station	26	
		Would be damaging to tourism	11	
		Concern that compensation for negatively affected properties will be insufficient	2	

	Theme	Comment	Count	%	
	Suggestions/route options	Run route directly between Victoria and Clapham Junction	144		
		Replace stop with an interchange at Battersea	61		
		Link route via Sloane Square, not King's Road	6		
		Route via the Albert Hall instead of Chelsea	1		
	Regeneration/development	Station on King's Road will bring overcrowding/densification to the area by attracting more people	130		
		Supports interest of developers and council only	57		
		Opposed to shopping centre/commercialisation	9		
	Environment/social	Crossrail 2 would make the area more noisy	52		
		Area will become more polluted as a result of the scheme	39		
		Risk of subsidence and vibrations to property	29		
		Would bring crime and antisocial behaviour to Chelsea	19		
		Use of green spaces during construction is unacceptable	12		
		Air quality would worsen due to increased traffic	6		
		Proposals discriminatory toward disabled individuals	1		
	Specific local issue	Crossrail 2 will undermine specialist chronic lung care unit at Brompton Hospital	29		
		Believe that hospitals are unsupportive of Crossrail 2	13		
	Design	Additional entrance on Dovehouse Green should not be built	1		
	<b>Supportive</b>	<b>Total</b>		<b>1,601</b>	<b>11%</b>
		General supportive comments	Support for proposed station on King's Road Chelsea	992	
		Transport/capacity/connectivity	Station would greatly improve public transport links/access to the area	340	
Improved public transport options will alleviate traffic issues			68		
Would improve access to hospitals			36		
Would ease congestion and overcrowding at Sloane Square/Fulham Broadway/South Kensington			13		
Would ease overcrowding on buses			12		
Would improve access to shopping and other attractions on the Kings Road			12		

	Theme	Comment	Count	%
		Is required to meet London's forecast population growth	7	
	Economy	Would be good for local economy	40	
		Would increase employment opportunities	11	
	Design	Support development of discrete and "in keeping" station	45	
	Environment/social	Would help improve local air quality	15	
		Would improve road safety	2	
	Regeneration/development	Would open the area up to growth and development	5	
		Scheme would regenerate run down areas of Chelsea	2	
	Conservation/heritage	Support redevelopment of old and tired buildings	1	
<b>Neutral/Unknown</b>	<b>Total</b>		<b>478</b>	<b>3%</b>
	Suggestions/route options	Station should be located near to The Worlds End/Imperial Wharf/Lots Road/West Chelsea	301	
		Station at Fulham Broadway	36	
		Station location should consider Stamford Bridge redevelopment	10	
		15 year building phase should be shortened	8	
		Route via South Kensington/Earls Court	6	
		Route should be aligned with Nine Elms Road	5	
		Relocate station nearer New King's Road	4	
		Move station south of river	2	
		Relocate station on Beaufort Street	2	
		Line should stop at Barons Court	2	
		Relocate to Beaufort street	2	
		Consider interchange with West Brompton Station	1	
		Should connect with Balham	1	
		Station further west would support access to Chelsea & Westminster hospital	1	
		Provision should be made for Northern line extension	1	
		Route via Hammersmith, better Heathrow links to alleviate congestion	1	
	Economy	Would bring greater benefits to underprivileged areas of London	34	
		Would bring more tourism to the area	4	
		Smaller independent shops should be protected	1	
	Design	Station should have two entrances	15	

	Theme	Comment	Count	%
		Propose third entrance at Dovehouse Green	2	
	Construction	Measures to mitigate disruption during construction need to be put in place	15	
	Conservation/heritage	Limiting damage to existing building should be a top priority	15	
	Specific local issues	Local opposition would cause delays to the scheme and reduce feasibility	5	
	Regeneration/development	Work sites would require extensive redevelopment	4	
		<b>Total</b>	<b>14,716</b>	

## Question 21: Do you have any comments about the proposals for a Crossrail 2 station at Clapham Junction?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>918</b>	<b>58%</b>
	General supportive comments	Support these proposals	683	
	Transport/capacity/connectivity	Clapham Junction is an important station and this will improve connectivity	124	
		Would relieve congestion at Waterloo and Victoria stations	25	
		More frequent, faster and less crowded journeys from Clapham is good	4	
		Good if reduces traffic	2	
	Regeneration/development	Good opportunity to redevelop the station and surrounding area	77	
Suggestions/route options	Support a station in Fulham Broadway/Parsons Green/Chelsea area	3		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>374</b>	<b>23%</b>
	Transport/capacity/connectivity	Station building must be enhanced to support increased passenger numbers	144	
	Suggestions/route options	Suggest that the Northern line is extended to Clapham Junction at the same time as Crossrail 2 to reduce costs and disruption	65	
		Request for further information	35	
		Should link to Heathrow/Gatwick	5	
		Support a station at Battersea	5	
		Crossrail 2 should serve Twickenham	2	
		All trains from Waterloo should stop at Clapham Junction to ensure easy access to Crossrail 2	1	
		Should link to Turnpike Lane	1	
		Should go via Oxford Circus/Bank	1	
		Should go via Waterloo	1	
		Go via Trinity Road	1	
		Line should be more direct	1	
		Link with Crossrail 1	1	
		Should be loop through Paddington/Shepard's Bush	1	
	Design	Ensure simple interchange between Crossrail 2 and National Rail platforms	45	
Pedestrian access and pick up/drop off areas need improving e.g. St John's Hill entrance and Grant Road entrance & should be a York Rd entrance		38		

	Theme	Comment	Count	%
		Platforms should be located further east in Waterloo direction	1	
		Entrance at Site A and only one at Site B	1	
		Should be platforms on either side of the train	1	
		Better information and wayfinding needed at the station	9	
		Step free access	1	
	Regeneration/development	Improve cycle facilities at the station as part of upgrade works	5	
		The proposals should include a new bus station	2	
		Build homes/hotels	1	
	Construction	Proposed Quietways through Wandsworth Common need to be upgraded	1	
		Minimise disruption by learning from other station developments e.g. London Bridge/Victoria	5	
<b>Issues and concerns</b>	<b>Total</b>		<b>300</b>	<b>19%</b>
	Construction	Concern about disruption to the day-to-day running of the station and lines during construction	52	
		Concern about impact on surrounding area during construction of the station and shafts	45	
		Oppose the building of shafts	21	
		Concern over timescales	5	
		General geology makes station unfeasible	1	
		Must not cause disruption for emergency services	1	
	Suggestions/route options	Support a station at Tooting Broadway	19	
		Unnecessary in Clapham Junction	16	
		Other stations outside London could benefit more from Crossrail 2	16	
		Should route to Earlsfield/Croydon/Brixton/Wandsworth Town	8	
		Crossrail 2 seems to support south west London more than south east London	6	
		Don't route through Chelsea	3	
		Needs link to Streatham	3	
		Station should be at Vauxhall instead of Clapham	1	
Would avoid Clapham in general	1			

	Theme	Comment	Count	%
		South West Main Line should be tunnelled underground following the same route into Waterloo rather than Crossrail 2	1	
		Find an alternative location so no shaft needed in Wandsworth Common	1	
		Use existing tracks	1	
	Transport/capacity/connectivity	Unsupportive as station is too overcrowded to support further transport links	33	
		Would make congestion at Waterloo and Victoria worse	3	
		Unsupportive as station is already well served by transport options	3	
		Concerns over current trains being affected in the long term	3	
		Unnecessary unless significant reduction in journey times	1	
		Interchange opportunities at Clapham are inadequate	1	
		Improve current connections into London first	1	
	General unsupportive comments	Do not support this proposal	32	
	Environment/social	Concerns about losing common, green space	14	
		Concerns about long term effects e.g. noise pollution and vibrations	5	
	Conservation/heritage	Would not support destruction of nearby heritage architecture	2	
	Design	Concern that the station design would look like the unfavourable Crossrail 1 stations	1	
		<b>Total</b>	<b>1,592</b>	

**Question 22: Do you have any comments about the proposals for a shaft at Westbridge Road, between Clapham Junction and King's Road Chelsea?**

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>209</b>	<b>55%</b>
	General supportive comments	Support this proposal	208	
	Design	Improved accessibility	1	
<b>Issues and concerns</b>	<b>Total</b>		<b>120</b>	<b>32%</b>
	Suggestions/route options	Unsupportive of Crossrail 2 on King's Road Chelsea	20	
		Unsuitable location	14	
		Not enough information provided	12	
	Construction	Concern over disruption from construction	26	
		Concern about impact of Westbridge Road shaft on surrounding area	1	
	Environment/social	Concern about impact on community	12	
		Concern about impact on local nature	3	
		Concern about pollution	3	
	General unsupportive comments	Do not support this proposal	13	
	Design	Unnecessary to develop shaft	9	
	Transport/capacity/connectivity	Concern about increased time of travel	3	
		Already enough transport links	2	
	Cost/finance	Concern over cost	2	
	<b>Neutral/Unknown</b>	<b>Total</b>		<b>51</b>
Conservation/heritage		Must fit local aesthetic/protect listed buildings	23	
Suggestions/route options		Need a station here	12	
		More shafts needed	1	
		Should route under Battersea Park	1	
		Make Westbridge Road shaft a station	2	
Environment/social		Must be environmentally friendly/safe	9	
Transport/capacity/connectivity		Supportive if traffic improved	2	
Construction	Avoid demolition of residential buildings	1		
		<b>Total</b>	<b>380</b>	

## Question 23: Do you have any comments about the proposals for a Crossrail 2 station at Balham?

	Theme	Comment	Count	%
Issues and concerns	<b>Total</b>		<b>8,716</b>	<b>83%</b>
	Suggestions/route options	Tooting Broadway is a better choice than Balham	1,774	
		Tooting Broadway station has more benefits	246	
		There is stronger local support for a station in Tooting than Balham	121	
		The Northern line is already congested by Tooting Broadway	103	
		More effort is needed to solve the Tooting Broadway route and construction problems, or an alternative sought	71	
		A Balham station would result in a less direct Crossrail route	58	
		There has been inadequate consultation and information made available to residents	36	
		There is no economic case nor impact assessment published	36	
		It's pre-emptive to discount Tooting Broadway before further assessment of the ground at Balham	30	
		Crossrail 2 Swirl serving Earlsfield makes more sense	21	
		More information required about the rerouting via Balham and station layout	20	
		Other services need to be upgraded before Crossrail 2	19	
		Route straight from Clapham to Wimbledon	14	
		Consider other locations in Tooting if current station is unsuitable	9	
		It seems a decision has already unofficially been made that the route will be via Balham	7	
		Crossrail 2 at Balham seems to be a decision to cater for the wealthy	5	
Perhaps a better solution to reducing overcrowding on the southern section of the Northern line can be found in revisiting the express tubes plan of the 1940's. Some of the tunnels have even already been built!	4			
Increase capacity on the tube instead	3			
Work has already been undertaken to safeguard a Crossrail 2 route through Tooting	2			

	Theme	Comment	Count	%
		Summerstown (Weir Road) would be a better site as it is less well served by transport links and is less central than Balham	1	
		South east London and Kent would benefit and should be considered for Crossrail 2	1	
		Sainsbury's land would cause less disruption than Waitrose land	1	
		Re-route to avoid Tilehurst Road and go a few meters south under sports facilities and cemeteries	1	
		Avoid Kingston Loop in Crossrail 2	1	
		Plans seem to be rushed with inadequate consultation locally. Alternative sites for vent shafts seem not to have been considered or not consulted on sufficiently	1	
		Tooting station needs expansion	1	
		The funding for Crossrail 2 would be better spent on alternative ways to reduce the congestion on the Northern line perhaps by making the Victoria to London Bridge line part of the Overground	1	
		Don't run through central London; instead go from Waterloo through the City replacing the Waterloo & City line. This would leave resources to have a rail link from Surrey & southwest London to Heathrow	1	
		There should be a separate line connecting at Victoria and avoiding Clapham Junction	1	
	Transport/capacity/connectivity	Unsupportive as Balham already has sufficient transport links	1,537	
		Tooting needs better transport connections to reduce congestion	182	
		Crossrail 2 at Balham would add to the capacity bottleneck at this station	116	
		A Balham stop would drastically reduce services to Earlsfield	76	
		There is less rail link duplication if Tooting Broadway is chosen	66	
		Crossrail 2 at Balham or Tooting may increase crowding on the Northern line as people commute from further South and interchange to the Northern line for the city or Canary Wharf	63	
		There is congestion on the road network which could be alleviated with a station at Tooting	49	

	Theme	Comment	Count	%
		There needs to be better connections to the future Wimbledon stadium and housing development	48	
		Tooting will relieve crowding on the Northern line	19	
		Bus connections in Balham are poor	10	
		Tooting Broadway would serve a wider section of the community	6	
		Tube becomes less crowded at Balham - crowds need reducing earlier on	6	
		People will need to change at Balham anyway so will do nothing to reduce crowds - may increase congestion towards the city	5	
		Concern about current trains being affected	4	
		A Crossrail 2 Balham station would make people from Tooting take unnecessary journeys on the Northern line to interchange	4	
		There would need to be measures for crowd control at the Underground and National Rail parts of Balham station	3	
		Concern over increase in parking congestion	3	
		This work should be used to offer new infrastructure not patch up capacity problems on existing lines	2	
		Concern that once Crossrail 2 is built, assumptions on which the current passenger traffic modelling is done will be outdated, people will adapt and move to the Northern line (M25 effect)	2	
		Possible extension to Tramlink at Tooting would make for better connectivity	2	
		Streatham would alleviate congestion on Victoria & Northern lines	2	
		Crossrail 2 is unnecessary given there is poor access to the west of England and Wales	1	
		Problems that affect National Rail Services will surely affect Crossrail 2	1	
	Specific local issue	Tooting option would provide better transport for St. George's Hospital	942	
		Against the loss of Waitrose	225	
		Concern about what will happen to Balham library	28	
		Balham Market will be lost	3	
		Don't remove Tram Sheds pub in Tooting	1	
	Regeneration/development	Tooting Broadway is in greater need of redevelopment than Balham	975	

	Theme	Comment	Count	%
		Tooting is becoming busier and more popular as a place to live	51	
		A Crossrail 2 station at Balham lessens the benefits felt by people in areas of South West London with less infrastructure, e.g. Mitcham and Colliers Wood	11	
		Streatham has a lot of potential for regeneration & economic boost	3	
		Balham would need a complete road junction redesign to accommodate a new development	1	
	Construction	There would be significant disruption to the small town centre in Balham and its community	541	
		Concern about construction on Wandsworth Common and other outdoor space, particularly with children and schools using it	189	
		Traffic in Balham is already poor and construction traffic would only make this worse, and potentially more dangerous	66	
		Too much disruption for too little benefit to the residents of Balham	46	
		Trains under properties may cause noise, subsidence, insurance issues and house prices drops. Would like to know more about this.	39	
		Unsupportive as the latest Balham route goes under more housing	18	
		Compensation for disturbances and noise disruption to residential areas	12	
		Ground conditions at Tooting didn't stop construction of the Northern line; modern techniques are better	11	
		Worth the extra time in construction for Tooting over Balham	6	
		Concern that the route of the train will take it under the Northcote Road area. The addition of the rail tunnels will put this area at even greater risk of flooding.	1	
		Do not close more roads	1	
		Ensure construction does not compromise safety of residents	1	
		Cost/finance	Tooting could have a greater long term benefit even if initial costs are higher	326
	Balham could make the project more costly with more tunnelling and another deep station		8	
	This is a waste of public funds		4	

	Theme	Comment	Count	%
		Few people would use it if it costs more than the tube	3	
		The money should be spent on improving rail in the north of England	2	
		Save the money on Chelsea to pay for Tooting	2	
		The expense of construction at Tooting could be offset through redeveloping above the station	1	
		Would pay an extra £1 a month in council tax for station to be at Tooting	1	
	General unsupportive comments	Oppose Crossrail 2 in Balham	326	
	Economy	Tooting Broadway is a busier station with more key retailers and employers than Balham	34	
		Increased traffic and reduced car parking in Balham will harm independent retailers	10	
		Would be detrimental to Balham's economy	5	
		Tooting is a more affordable location and Crossrail 2 would price people out of the area	1	
		It is important that community shops and services are preserved in Balham.	1	
	Environment/social	Opposed to the loss of any green space	12	
		Want guarantees that environmental impacts will be fully mitigated, not just best practice promises	4	
		Could spoil be removed via the existing rail system to reduce vehicle movements? Could soil be moved by conveyor to Streatham Hill area, where a rail head could be provided? Could the embankment to the south west of site A be widened to provide a siding, allowing rail access?	3	
		TfL have lost my trust by removing the staff who were crucial to those who need help with journeys	1	
		Balham is already a busy station; this would make it vulnerable to terrorist attacks as a major transport hub. Have the police been consulted about new proposals?	1	
	Conservation/heritage	Will the listed Balham station be retained?	2	
	Design	Concern the station will look ugly	1	
		I want this to be as deep underground as possible to mitigate the effects to residents	1	
<b>Supportive</b>	<b>Total</b>		<b>915</b>	<b>9%</b>
	General supportive comments	Fully support this proposal	575	

	Theme	Comment	Count	%
	Transport/capacity/connectivity	Balham is served by Underground, National Rail and Cycle Superhighway 7 so is a better interchange hub	155	
		Support crowding reduction	4	
		A station at Balham will address crowding on the Northern line	46	
		Victoria trains at Balham are too congested, which would be eased with Crossrail 2	2	
		Buses and taxis would improve in Tooting if Crossrail 2 was there	1	
		Balham will relieve congestion between Streatham Hill and Clapham Junction	1	
		Project needs to run to time and budget to alleviate northern line crowding as quickly as possible	1	
		Balham is easier to reach via Overground than Tooting Broadway	5	
		Improve transport links between Clapham Junction & Balham	1	
		Support linking Motspur Park to Balham for interchange for Streatham	1	
	Cost/finance	It seems sensible to build at Balham, the cheaper, faster location.	58	
	Suggestion/route option	Balham is a better choice than Tooting Broadway	36	
		The Balham Crossrail 2 station should be on a branch line, which could then be extended further South	3	
	Design	Welcome step free access	8	
		Lifts to Crossrail platforms would facilitate accessible travel	3	
		New shafts look much better	2	
		Current shafts from underground can be integrated into Crossrail 2	1	
	Construction	A station at Balham means less construction traffic and works will be more accessible, hence less disruption	10	
	Regeneration/development	This is an opportunity to improve the poor post war architecture of parts of Balham	2	
	Neutral/Unknown	<b>Total</b>		<b>902</b>
Suggestions/route options		Support a station at Streatham	408	
		More information is needed on Tooting Broadway station plans to allow people to make informed decisions	59	

	Theme	Comment	Count	%
		It should go to Earlsfield or Wandsworth Town, which have capacity issues and no Underground	56	
		Ideally, Crossrail 2 would go through Balham and Tooting	17	
		Stopping Gatwick trains at Balham could make it a more useful interchange	11	
		It would be good to have a further route to Croydon and beyond to more areas of Surrey	7	
		Build station in Colliers Wood	5	
		Consider routing from Wimbledon to Clapham Junction via East Putney	3	
		The Northern line should be extended from Nine Elms to Clapham Junction	3	
		Any passenger surveys undertaken should be made public before decisions are made	2	
		Consider a new interchange with the rail line between Tooting and Haydon's Road and the Northern line	2	
		A good interchange (at Balham) with Southern's hourly Milton Keynes service is important	2	
		Suggest station at Wimbledon dog track	1	
		Build the station at St George's hospital	1	
		Route through Norbury as well	1	
		Southern services from Crystal palace are very busy, a fork from Balham to here via Streatham would help	1	
		The dangerous central platforms at Clapham North and Common need to be removed	1	
		Balham platforms need extensive improvement	1	
		The connection from Wimbledon to Balham could be made less expensive by extending the Northern line from South Wimbledon to Wimbledon	1	
		Would be good to have an extension of the Crystal Palace branch of the Overground to Balham.	1	
		Duplicate Northern line	1	
		Why not connect from Victoria to Nine Elms then to Clapham or Brixton?	1	
		Consider Overground services to London Bridge via Tulse Hill from Balham	1	
		Crossrail 2 already seems to better serve North London - need to maximise benefits to the South	1	

	Theme	Comment	Count	%
		In whose interests has this change been made?	1	
	Transport/capacity/connectivity	Balham is extremely busy at peak times	83	
		Will this really help reduce congestion on the northern line?	36	
		It does not matter which station Crossrail 2 is built at, just that the link to the Northern line is important	9	
		Current Cycle Superhighway 7 should be improved to alleviate London Underground crowding and provide links to other Crossrail 2 stations	4	
		The Northern line is too slow to get to central London	2	
		Could there be a Northern/District line link to increase capacity?	1	
		How long will it take to get Balham operational on Crossrail and how many trains an hour during peak times, will it be over ground or underground?	1	
		Rezoning of Balham	1	
		Wandsworth Town has a large new development and is already busy	1	
	Construction	Construction should be phased to limit impact	66	
		Would like more info about short term impact on local businesses, including info on compulsory purchase orders, potential scenarios for the land post construction, etc.	9	
		Ensure minimal disruption to passengers during construction at Balham	6	
		Timescale is too long	1	
		If the Northern line is shut there would be less disruption at Balham than Tooting	1	
		Works should also be mindful of Cycle Superhighway 7 along Balham High Road.	1	
		Consider how to minimise delays to passengers between Wimbledon and Victoria during construction	1	
		How long would Balham station be closed for if this went ahead?	1	
	Design	There should be a second station entrance at the Northern end of the Balham station for better access	15	
		The station in Balham must be designed well and have easy interchange from Underground to National Rail services	12	

	Theme	Comment	Count	%
		Would like to know more about how deep the tunnels would be and how they'd affect the houses above	5	
		Why are two worksites necessary in Balham?	5	
		It needs to be accompanied by a complete makeover of all the facilities at the station in Balham	3	
		If Balham is built, there should be provision for a lot of bike spaces	2	
		There should be a tunnel linking the National Rail station with the Crossrail 2 station at Balham for safety	2	
		It would be desirable to move Balham platforms Southwards	2	
		There is only one main entrance and lift at Balham, so extensive renovation is needed to accommodate Crossrail 2	2	
		There should be a tunnel linking the National Rail station with the Crossrail 2 station at Balham for safety	2	
		Protect the house sparrows nesting in Balham station and ensure it has a bio diverse green roof	1	
		Crossrail 2 should use the existing platforms towards Crystal palace/Thornton Heath/Sutton	1	
		Why do the tunnels need to be so deep?	1	
	Economy	Crossrail 2 in Balham will drive up house prices in the area	26	
		Would boost house prices in Tooting	4	
	Regeneration/development	What will the rest of the land at the Waitrose site are used for once construction is complete?	3	
	Cost/finance	It would be good for some of the money saved in constructing in Balham to be reinvested in Tooting	2	
	Specific local issue	Tooting markets can be relocated	1	
		What about area around Post Office depot?	1	
		<b>Total</b>	<b>10,533</b>	

**Question 24: Do you have any comments about the proposals for a shaft at the eastern edge of Wandsworth Common, between Balham and Clapham Junction?**

	Theme	Comment	Count	%
Issues and concerns	<b>Total</b>		<b>5,956</b>	<b>91%</b>
	Environment/social	Would damage the Common and the local environment	899	
		Would negatively affect the use of the Common by local schools	880	
		Wildlife would be affected	274	
		Would affect community use of the Common	269	
		Parks should be preserved/protected	161	
		Located too close to residential housing	79	
		Would negatively affect the health and welfare of locals and children	70	
		Would cause pollution	41	
		Many homes in area don't have gardens - park needed	34	
		Concerns it would change character of the park and area	26	
		Local residents will receive few/no benefits of Crossrail 2, only construction works	24	
		Concerns over impact to sports clubs and facilities	23	
		Would be detrimental to quality of life	22	
		Would cause negative impact on area	17	
		The Common is what attracts people to the area	11	
		Population of Wandsworth is growing and need green space	9	
		Concern for how loud the trains will be	7	
		Concern over drainage and possible flooding	5	
		Concerns over affecting green areas in Wimbledon	1	
		General unsupportive comments	Do not support proposal	1,555
	Construction	Construction traffic will cause congestion	241	
		Construction traffic will pose significant safety risks	222	
		Bellevue Road/Nightingale Lane/Bolingbroke Road would be heavily congested/alterd by construction traffic	143	
		Would cause disruption to locals	89	
		Construction noise will be intolerable	68	
		Concern for houses being damaged by construction/increased frequencies in trains	3	

	Theme	Comment	Count	%
		Why would it take so long to build?	2	
	Suggestions/route options	Route should travel via Tooting Broadway	242	
		Would be unsightly	95	
		Route should not run via Balham	86	
		Better location should be found	60	
		Should be located next to current overground rail line/near the station	48	
		Route should be via Streatham	46	
		Should be located on edge of common/near prison	43	
		Use a suitable brownfield site	26	
		Preferable to avoid	9	
		Shouldn't follow the same route as existing rail links	7	
		Site in a car park	7	
		Different area in park should be used	7	
		Use nearby industrial estate	6	
		Locate the shaft in Springfield	5	
		Use Clapham Common	4	
		Do Swirl-Max route	3	
		Should be located at Cobham Close	3	
		Shaft should be nearer Trinity Road	3	
		Route from Earlsfield to Wimbledon	2	
		Seems the decision has already been made	2	
		Should be located on the nearby council estates	2	
		Build in an urban area	2	
		Route should serve Earlsfield	1	
	Redirect to serve Wandsworth High Street	1		
	Use Blenkarne Road	1		
	Use Coates Avenue	1		
	Design	Shaft is too big	25	
		Shaft should be mostly underground	6	
		20 metre depth does not seem adequate	1	
	Cost/finance	Should not be chosen just because it is the cheaper option	20	
	Economy	Would have a negative effect on house prices	3	
	Specific local issue	Road access to this site is poor	13	
	Transport/capacity/connectivity	Church would be adversely affected	1	
Neutral/Unknown	<b>Total</b>		<b>322</b>	<b>5%</b>

	Theme	Comment	Count	%
	Design	Area to be landscaped and shaft design in keeping with the common	122	
		More specific studies/proposals/details needed	62	
		Ensure transport is accessible/step free	1	
	Environment/social	Special care must be taken with regards to environmental impact	63	
		Crossrail 2 must compensate for loss of park facilities	2	
	Construction	Take as little time as possible/minimise disruption	37	
		How will waste be removed?	18	
	Transport/capacity/connectivity	Suitable cycling routes should be introduced/maintained	7	
		Roads should be taken underground to reconnect parts of park	2	
	Suggestions/route options	Build under the common, not under housing	3	
		There should be a station here	1	
		Separate pairs of lines should be built south of Victoria	1	
	Regeneration/development	Buy houses then rebuild after	2	
	Cost/finance	A whole cost/benefit analysis needs to be made public	1	
<b>Supportive</b>	<b>Total</b>		<b>286</b>	<b>4%</b>
	General supportive comments	Supportive of proposal	282	
	Design	Preferable to destroying homes	3	
	Economy	House prices would benefit by being close to Crossrail 2	1	
		<b>Total</b>	<b>6,564</b>	

**Question 25 and 30 combined: Do you have any comments about the proposals for a shaft at Weir Road, between Wimbledon and Balham?**

	Theme	Comment	Count	%
Issues and concerns	<b>Total</b>		<b>796</b>	<b>57%</b>
	Construction	Disruption and noise caused to residents, schools and the local community	147	
		Concerns about negative impacts on traffic and congestion during construction	101	
		Opposed to the demolition of homes and buildings e.g. Homebase	8	
		Would destroy Wimbledon town centre	7	
		Crossrail 2 provides no local benefits, only disruption	2	
		Concern about structural damage to local properties	2	
		Unsupportive as the area can only cope with one shaft	1	
		Unsupportive as the whole Weir Road industrial/Commercial Estate will be destroyed under these proposals	1	
	General unresponsive comments	Unsupportive of this proposal	210	
	Suggestions/route options	Prefer the Tooting Broadway option	63	
		Unsupportive of Crossrail 2 in Balham	35	
		Crossrail 2 should stop at Streatham	28	
		Balham is already well served by public transport options	16	
		Prefer Swirl-Max proposals	10	
		Site should be developed for new housing instead	3	
		Should be located in a less developed area	2	
		No need for a shaft, instead restore signals on the railway between Balham and Haydons Road	1	
		Prefer location on the Common	1	
		Too close to the portal site	1	
	Environment/social	Object on environmental grounds	30	
		Concern about effect on the Wandle Way/ Wandle Trail and River Wandle	20	
		Would cause pollution	13	
		Concern over loss of green space	12	
		Safety concerns	1	
	Economy	Negative impact to businesses on the industrial estate (i.e. compensation or reimbursement for loss of business?)	41	
		Concern about the future of this area when it's shopping heart disappears.	1	

	Theme	Comment	Count	%
	Regeneration/development	Concern that project timeline clashes with other planned major developments locally e.g. Greyhound stadium, football stadium, Springfield	34	
	Design	Proposed work site is very large	4	
	Cost/finance	Unnecessarily expensive location	1	
<b>Supportive</b>	<b>Total</b>		<b>400</b>	<b>29%</b>
	General supportive comments	Supportive of the proposals	309	
	Regeneration/development	Support the use of a brownfield/industrial site	79	
		Supportive as it is not so heavily populated/ not a big residential area	2	
		Support shaft replacing an existing (of no historical importance) building	2	
		Reasonable area for the shaft being quite close to a current rail line	1	
		Might provide an opportunity to improve the area	1	
Transport/capacity/connectivity	Short term inconvenience but the medium and long term benefits outweigh this	3		
Construction	Build as soon as possible	3		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>203</b>	<b>15%</b>
	Design	Unsure of shaft location/request for more detailed plans	111	
		Head house design should be in keeping with local area/unobtrusive	40	
		Should adopt the deep tunnel option	3	
		Supportive as long as it is all underground	1	
	Suggestions/route options	Preferred to Wandsworth Common and/or other proposed locations	11	
		Should build a station here as well as the shaft	4	
		Crossrail 2 should involve Twickenham	1	
		Locate to the east of the railway tracks	1	
	Regeneration/development	Should be about adding rail infrastructure, not just the cheapest option	1	
		Shaft design should support local regeneration improvements	9	
		Needs to be accompanied by an opportunity to improve the Wandle Trail walking and cycling route which should be kept open during construction	1	
		Durnsford Road railway bridge will need widening/strengthening	1	
		Thought should be given to post-construction use	1	
		Locate power lines underground as part of improvement plans	1	

	Theme	Comment	Count	%
	Construction	Ensure building works are considerate to local residents	10	
		Limit movement of waste outside of peak hours	2	
	Environment/social	Ensure an environmental risk assessment is carried out for this site	2	
		Geological fault line needs to be taken into account	1	
	Transport/capacity/connectivity	Improve local cycle links	1	
		Important to retain pedestrian and cyclist access along the Wandle	1	
		<b>Total</b>	<b>1,399</b>	

**Question 26: Do you have any comments about the proposals for a shaft within the Springfield development, between Wimbledon and Balham?**

	Theme	Comment	Count	%
Issues and concerns	<b>Total</b>		<b>527</b>	<b>44%</b>
	Construction	Concern about disruption during construction on traffic, roads and safety	94	
		Concern about disruption to residents, local community and local area	80	
		Concerns about safety	3	
		Concerned about impact along the proposed route	1	
	Environment/social	Green/open space should not be harmed	58	
		Concern for the local environment/nature	19	
		Concern about potential impact on local schools and nurseries	16	
		Concern about negative impact to the hospital and patients (i.e. access, pollution, loss of vital land)	15	
		Negative impact on pitches/ sports fields	12	
		Potential negative effects on the golf course	8	
		This site is prone to water logging	1	
	Suggestions/route options	Prefer Tooting Broadway Crossrail 2 option/ station in Tooting area	73	
		Unsupportive of Crossrail 2 in Balham	37	
		Unsupportive of Crossrail 2 in Wimbledon	3	
		Prefer Crossrail 2 Swirl and Crossrail 2 Swirl-Max proposals, should be fully explored	2	
		Unsupportive of Crossrail 2 at Tooting	2	
		Unsupportive of shaft on Wandsworth Common	1	
		The route does not require a ventilation shaft here	1	
		Oppose Crossrail 2 in Chelsea	1	
		Prefer Wandsworth Common proposal	1	
	General unsupportive comments	Do not support this proposal	72	
	Transport/capacity/connectivity	Balham is already well served by public transport	8	
		Balham and Wimbledon already have excellent transport links.	1	
		No need for a shaft, rather restore signals for railway between Balham and Haydons Road.	1	
	Cost/finance	Not needed (i.e. waste of time and money)	9	
	Economy	Potential negative effect on house prices	3	
Would potentially affect local businesses		1		

	Theme	Comment	Count	%
	Regeneration/development	Disagree that this area needs improving	3	
		There are other/better uses of this area (such as the Battersea Ironsides proposal)	1	
<b>Supportive</b>	<b>Total</b>		<b>351</b>	<b>30%</b>
	General supportive comments	Support the proposals/no objections	229	
	Design	Supportive of the location/ positioning	87	
		Supportive as site isn't residential	1	
	Environment/social	Supportive as there would be minimal impact on the area/local community	8	
		Support the location as no houses need to be demolished	5	
	Suggestion/route option	Supportive of Crossrail 2 in Balham	3	
		Support as this is not such an important green space as Wandsworth Common	9	
	Regeneration/development	Support as a means to further regeneration/development of the area	2	
		Support use of brownfield/industrial site	3	
	Transport/capacity/connectivity	Prepared to tolerate short term disruption for long term benefit	3	
Economy	Support more job creation	1		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>310</b>	<b>26%</b>
	Construction	Ensure any construction work is linked in to current site developments to minimise disruption	73	
		Would work be carried out on a continual 24-hour basis?	24	
		What evidence is there from Crossrail 1 construction that inconveniences have been mitigated?	22	
	Suggestions/route options	Prefer Crossrail 2 to go through Streatham	30	
		Need more information	28	
		Prefer to Wandsworth Common proposal	18	
		A station should be built here	10	
		Support a shaft at Tooting	3	
		Route here should be straightened so fewer shafts are required	2	
		Should buy and demolish a couple of houses in order to erect the shaft	1	
		Connect Tooting Mainline to Wimbledon	1	
		Change Balham to Colliers Wood	1	
		Location on the Common seems likely to disrupt fewer people	1	

	Theme	Comment	Count	%
		Needs to be closer to hospital than the road for minimal residential disruption	1	
		Not required if separate pairs of lines are built south of Victoria	1	
		Crossrail 2 should include Twickenham	1	
		Unnecessary if stations are built at both Tooting Broadway and Balham	1	
		Another underground stop at St Georges/ Plough Lane/Tooting/Earlsfield before reaching Balham to maximise Wandle Valley redevelopment (London 2050 plan)	1	
		Underground station at Wimbledon	1	
		Locate in Wandsworth Prison car park	1	
		Should be under ground	1	
	Regeneration/development	Would this impact upon the proposed Springfield development?	42	
		If it is to have any impact on space it must (only) reduce the number of new residential units in the development	1	
		Head house could provide an opportunity to accommodate other facilities	1	
	Design	Shaft design should be discreet and unobtrusive/aesthetically pleasing	34	
	Environment/social	Ensure shaft site is returned to local green space after construction	6	
		Ensure adequate playing fields are provided in Wandsworth	3	
	Specific local issue	Springfield hospital land should be rented to TfL	1	
		<b>Total</b>	<b>1,188</b>	

## Question 27: Do you have any comments about the proposals for a Crossrail 2 station at Wimbledon?

	Theme	Comment	Count	%
Issues and concerns	<b>Total</b>		<b>4,392</b>	<b>72%</b>
	Construction	Concern over disruption to Wimbledon Town Centre during construction (including traffic/loss of parking/temporary loss of shops)	1,129	
		Concern over disruption to Wimbledon station/train services during construction work	81	
		Concern about planning blight	32	
		Inadequate compensation arrangements/asks about possible compensation for residents or businesses/residents should be compensated	15	
		Concern about subsidence when tunnelling/keeping vibrations to a minimum/ opposed to tunnelling under homes	5	
		Opposed to deep tunnelling	1	
		Concern about who will 'police'/enforce building work	1	
	Conservation/heritage	Concern about demolition of Centre Court/Wimbledon Bridge House/town centre/Wimbledon will be 'destroyed'	678	
		Concern over heritage/Prince of Wales Pub/Centre Court and shop façades/historic station details	204	
		Concern over closure of historic Everyday Church	19	
	Transport/capacity/connectivity	Wimbledon already has good train services to Waterloo and/or District line and/or Croydon Tramlink/people travel to Waterloo not the West End	261	
		Should not take capacity/divert services which go to Waterloo (or elsewhere)	102	
		Unnecessary or not needed/waste of money/people may not need to travel as much in future e.g. internet or working at home	79	
		Concern over extra traffic in the long-term	26	
		Station will become very busy/will increase passenger numbers/concerns about overcrowding and associated problems	20	
		Unconvinced by claimed journey time improvements	17	
		Will increase crowding/make peak time journeys worse/less reliable	8	
		Concern about people changing at Balham and overcrowding the Northern line further	2	

	Theme	Comment	Count	%
		Doesn't improve transport links between Wimbledon and St Georges Hospital	1	
		Concern about sufficient track capacity during times of disruption and what services would be prioritised when disruption occurs	1	
		Concern about how station will handle volume of trains	1	
	General unresponsive comments	Unresponsive of current proposals for Wimbledon	487	
	Suggestions/route options	Dissatisfaction that there has only been one option presented in the proposals for Wimbledon	173	
		Need for more detail and options in consultation plans/uncertainty in consultation plans/should consult people/insufficient consultation	160	
		Fast line tunnel/SWIRL plan as proposed by Steven Colebourne	78	
		Should be built instead in/ via Morden	23	
		Upgrade existing infrastructure/services instead	10	
		Upgrade Thameslink instead for better links to the City	9	
		Hub should be built at Clapham Junction/ South Wimbledon/Surbiton/where there is more of a rail hub instead	5	
		Crossrail 2 should stop at Earlsfield/concerned about loss of services to Earlsfield	4	
		Priority should be on improving reliability of current rail network e.g. improving District line signalling/current rail networks would be fine if the rail operators would sort themselves out	3	
		Should be built at Wimbledon Chase instead	1	
	Economy	Concern about long-term damage to the Wimbledon economy/loss of jobs/businesses will not return to Wimbledon after the project /request business rates should be lowered	188	
		Will reduce property prices/ruin housing market/affect marketability of property	31	
		Concern that local businesses on industrial estates affected would not be able to continue trading during the work/impact on Weir Road Industrial Estate	7	
		Would lead to development pressure in Wimbledon - this is unwelcome	2	
	Specific local issue	Unresponsive of new Alexandra Road - Queens Road bridge across railway	39	

	Theme	Comment	Count	%
		Would be bad for the tennis/present a bad impression of Wimbledon for tennis visitors	36	
		Opposed to moving tram from station to street /trams should stay in station	33	
		Uncertainty over Centre Court Shopping Centre	31	
		Worried about demolition of Queens Road Care Home Inc. and care home owners/ensure that new care home provision is provided	15	
		Concern about land take from Gap Road Cemetery	1	
	Regeneration/development	Would turn Wimbledon into a giant 'transit hub'/commuter town/place with no 'heart'/destroy unique character of Wimbledon	104	
		Project is designed to benefit those outside of London/in Surrey /won't benefit people in Wimbledon	26	
		Unconvinced by 'Regeneration' type arguments for Wimbledon ("Provide local people with access to more jobs within a 45 minute journey")	9	
		Concern over lack of long-term vision for Wimbledon after the project	9	
		Concern about the impact on other town centres (Wandsworth/Merton/Morden/etc.)	1	
	Environment/social	Concern about negative impact on the Wimbledon community	95	
		Concern over train noise and vibration when operational/request for noise screening	25	
		Concerns about station security/crime/terrorism	5	
		Scheme would destroy the countryside; people can get slow trains and change	1	
	Cost/finance	Money should be spent on other areas (including outside of London)/Wimbledon is unfairly prioritised/should be built somewhere else in better need of transport links or regeneration	54	
		Expensive to develop proposed station	5	
		Concern it would cost more than the Tube/fares will rise	2	
	Design	Four additional platforms are not needed/questions need for four platforms/does not need terminating platforms	19	
		Uncertainty over future Thameslink service/Thameslink needs more than one platform	11	

	Theme	Comment	Count	%
		Station should not have entrance/exit on Queens' Road/Queen's Road entrance should be moved opposite Police Station	7	
<b>Supportive</b>	<b>Total</b>		<b>957</b>	<b>16%</b>
	General supportive comments	Supportive of proposals for Crossrail 2 at Wimbledon	447	
	Transport/capacity/connectivity	Would ease congestion on current routes	97	
		Would improve interchange and transport options	96	
		Useful to have an extra route into London/would provide more direct destinations and connectivity to Wimbledon	69	
		Station is badly needed/necessary	30	
		Would reduce journey times	18	
		This would also benefit Croydon due to the Tramlink interchange.	1	
	Regeneration/development	Would benefit Wimbledon/Wimbledon businesses/surrounding areas/Centre Court Shopping Centre needs replacing	82	
		There is space for redevelopment/scheme has minimal land take	2	
	Design	Sensible location for station/platforms	22	
		In favour of tram stop being moved from station to street	16	
	Suggestions/route options	Project should be completed sooner	37	
	Specific local issue	Proposal would help with tennis/provide a better introduction to the tennis	18	
		Supportive of new Alexandra Road - Queens Road Bridge across railway	17	
	Construction	Good location for worksites/work schedule seems well phased/seems to be planned well	5	
<b>Neutral/Unknown</b>	<b>Total</b>		<b>760</b>	<b>12%</b>
	Suggestions/route options	Station should be under ground	270	
		Land to the northwest of the station/Orinoco Lane/Alexandra Road should be used	12	
		High frequency trains should extend beyond Wimbledon/terminate further out of London on existing railway land	10	
		Offers detailed suggestions/comments on new Alexandra Road - Queens Road Bridge across railway	8	
		Route should go to Sutton	7	

	Theme	Comment	Count	%
		Wimbledon should have regional trains to Southampton/Portsmouth/fast South West Mainline services; may need more surface platforms for this to happen	7	
		Station should include a bus interchange/a Bus Station should be adjacent to the station rather than Morrison's/no thought has been put into coordinating bus facilities	6	
		Mentions interchange in Raynes Park as an alternative	6	
		Redevelopment of the station should take into account the new stadium at Plough Lane	5	
		Wimbledon should be the terminus	5	
		Should link to Richmond/Twickenham/Kingston	4	
		Existing railway land should be prioritised/land between Dundonald Road and the railway line to the south should be used	4	
		Some services should run non-stop/run direct to Clapham Junction	3	
		Should link to Croydon/Gatwick/Streatham	3	
		Crossrail 2 is not sufficient to improve the service on the Shepperton branch/Crossrail 2 opens up the possibility for a Shepperton 'shuttle' to Wimbledon every 15 minutes	3	
		Would like to see TfL completely manage Wimbledon station	2	
		Importance of Crossrail 2 linking to London airports/should link to Stansted	2	
		Recommends Spanish Solution platforms	1	
		Station should serve Southfields	1	
		Add existing Thameslink route to Crossrail 2	1	
		Should run to London Bridge instead of Victoria	1	
		Should run via Roehampton	1	
		Should include a spur or link to Putney	1	
		Keep non-stop trains from Surbiton to London	1	
		Should have scope to extend the Tramlink north or west in the future to further link it into London transport network	1	
		Should be extended to Hampton Court	1	
		Move station closer to South Wimbledon station	1	
		New station should be located between Waitrose and Self-Storage Depot	1	
	Design	Mentions the importance of improved extra entrances/exits/concourse	52	

	Theme	Comment	Count	%
		Station should be well-designed with good architecture which reflects the town	43	
		Build over current station/Over-site Development/More shopping (relocate/replace Centre Court before it is demolished)/before project to reduce disruption impact	32	
		Need to consider relocation of Tramlink platforms thoroughly/uncertainty over plans for Tramlink/tram proposals are critical/expect a large number of new tram passengers	24	
		Work needs to be properly planned/will need careful planning/plans need more thought	16	
		Should use existing platforms at Wimbledon/will require greater use of existing platforms	15	
		There should be cross-platform interchange between Crossrail 2 and SWML	8	
		Wimbledon station is currently run down/poorly laid out/insufficient for number of passengers	6	
		Importance of sustainable design and infrastructure/promoting walking and cycling	6	
		Comments on accessibility/needs lifts and escalators/access for disabled people/signage/bike wheel ramps	6	
		Stresses the importance of good quality interchanges	4	
		Should be access to all platforms/entrances from Alexandra Road to the north	3	
		Request for station toilet facilities	3	
		Mentions repositioning Oyster readers/current confusion with Oyster at station	2	
		Difficult interface with existing railway/need to ensure South West Mainline can be operational at same time as Crossrail 2	2	
		Platforms should be beneath the existing ones to provide better connectivity/interchange	2	
		Use only the best quality design/materials	1	
		Consider moving District line and tram platforms directly above where they are now, freeing up space for Crossrail 2	1	
		Add a turnback facility for trains from both directions	1	
		Ensure suicides are prevented	1	
	Regeneration/development	Station plan needs to be integrated into a wider plan for Wimbledon Town Centre in cooperation with the Council/road layout around Wimbledon area needs reconfiguring	30	

	Theme	Comment	Count	%
		Station needs complete redevelopment/upgrading/rebuilding/bus interchange/complete interchange	25	
		Need for improved station and town car parking/worried about long-term loss of parking	8	
		Wimbledon should get some community facilities in return e.g. concert hall	4	
	Specific local issue	People need to be kept informed/plans must be sensitive to local people	20	
		Need to consider pedestrian flows/part-pedestrianisation of Wimbledon/new pedestrian spaces would be good with good design/needs new footbridge links/better cycling links	19	
		New bridge should be pedestrians/cycles only	3	
		Comment on how Merton Council have not previously kept planning promises	2	
	Cost/finance	Don't worry unduly about the cost - better to spend more getting it right	39	
		Ticket prices should be reduced during the construction work	1	
	Construction	Need for additional bus/tram/rail routes to connect to the new Crossrail 2 hub to ease pressure during construction	8	
		Need to cooperate with/avoid impact on emergency services	1	
	Transport/capacity/connectivity	Improve connectivity between Wimbledon and South Wimbledon to increase congestion relief to Northern line	2	
		Would attract more passenger traffic than envisaged	1	
	Economy	Station would increase house prices	1	
		<b>Total</b>	<b>6,109</b>	

## Question 28: Do you have any comments about the proposals for a tunnel portal at Gap Road, north of Wimbledon?

	Theme	Comment	Count	%	
Issues and concerns	<b>Total</b>		<b>662</b>	<b>53%</b>	
	Construction	Construction traffic would have a negative impact on roads	144		
		Would cause disruption and noise during construction	109		
		Unsupportive of ongoing disruption to residents once completed, e.g. noise from trains	45		
		Against of demolition/destruction of Wimbledon town centre	41		
		Adds further pressure to congestion caused by other local developments	32		
		Concern about damage caused to local properties - would compensation be offered?	28		
		Construction would create a large amount of waste	14		
		Concern over length of construction	9		
		Unsupportive of potential road closures	7		
		Geological fault could make a tunnel portal here a challenge	6		
		Ensure this does not impact on the South West Trains depot	3		
		General unsupportive comments	Do not support this proposal	95	
		Environment/social	This would negatively impact the local area and community	20	
			Concern this would impact upon the cemetery	13	
			Negative environmental impact too great	10	
			Unsupportive of losing public open space	5	
		Suggestions/route options	Unsupportive of Crossrail 2 in Wimbledon	29	
			Prefer Swirl/Swirl-Max proposals	13	
			Prefer route via Tooting Broadway	4	
		Transport/capacity/connectivity	Gap Road site has very poor road access for a major tunnel portal	9	
			Concern over impact on existing train services	6	
			Infrastructure already too crowded to support this	5	
		Would adversely affect pedestrian routes	4		
	Economy	Would affect businesses on Gap Road and Weir Road	8		
		Relocation of businesses needs to be considered	3		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>364</b>	<b>29%</b>	

	Theme	Comment	Count	%
	Suggestions/route options	Request for further information	99	
		Locate the portal south of Wimbledon	35	
		Should be located in a less developed/residential area, i.e. Merton station	28	
		The portal should be located between Wimbledon and Raynes Park	17	
		Suggest to continue the tunnel under the existing Wimbledon station platforms	17	
		Locate further from the station/centre	14	
		Tunnel should continue beyond the Gap Road portal site	11	
		Should be introduced earlier at Raynes Park to avoid disruption to residents between Raynes Park and Wimbledon	9	
		Locate the portal west of Wimbledon Station	5	
		Suggest using the industrial estate further north	5	
		Suggest connecting to existing tracks	4	
		Tunnel portal should be at Raynes Park station	4	
		Would support a station at this location	4	
		Locate closer to Wimbledon station	2	
		Support re-routing of tunnel toward Balham starting at Gap Road	2	
		If Tooting Broadway option is reconsidered - use the existing overground rail line between Tooting and Wimbledon	2	
		Locate the portal in Surbiton	1	
		Locate the portal in Clapham Junction	1	
		Portal should be on the other side of the current Wimbledon Station, before Bridge House	1	
		Consider Morden	1	
Crossrail 2 station at Wimbledon should be underground	9			
Design		Underground tunnel would reduce long term disruption	30	
		Ensure design is discreet and unobtrusive	14	
		The tunnel portal should be below ground under the station	8	
Construction		Support if traffic can be managed effectively & improved	12	
Transport/capacity/connectivity		Focus on improving transport to St George's Hospital	5	
		Support if improves passenger flows in a sustainable way	4	

	Theme	Comment	Count	%
		Enhance bus services locally	2	
	Cost/finance	Keep costs to a minimum	10	
	Environment/social	Ensure highest environmental and safety standards are met during construction	6	
	Regeneration/development	Durnsford Road bridge needs replacing/improving	2	
<b>Supportive</b>	<b>Total</b>		<b>231</b>	<b>18%</b>
	General supportive comments	Support this proposal	202	
	Regeneration/development	Support use of brown field site/industrial area	10	
		Supports regeneration of the area	5	
	Transport/capacity/connectivity	Long-term gain outweighs short-term inconvenience	8	
	Environment/social	This would reduce noise/congestion	3	
Suggestion/route option	Supportive of Crossrail 2 in Wimbledon	3		
		<b>Total</b>	<b>1,257</b>	

**Question 29: Do you have any comments about the proposals for a Crossrail 2 depot and stabling facility at Weir Road, between Wimbledon and Balham?**

	Theme	Comment	Count	%
Issues and concerns	<b>Total</b>		<b>919</b>	<b>61%</b>
	General unsupportive comments	Do not support this proposal	278	
	Construction	Too much disruption, including traffic congestion	94	
		Would cause noise and traffic pollution	80	
		Crossrail 2 is destructive/unnecessary	51	
		Bridge on Plough Lane already closed for strengthening	2	
	Design	Bad location	127	
		Concern about availability of space	108	
		Unsuitable location - stock has to enter southbound into station before use - must be a location south of the station?	4	
	Economy	Would impact negatively on local businesses /need funding to relocate	107	
		Would create substantial loss of jobs	13	
		Why disrupt businesses when there are alternative sites i.e. Morden	3	
	Suggestions/route options	Should construct depot further out of London	28	
		Route should go via Tooting Broadway, not Balham	18	
		Land cheaper elsewhere ( i.e. Streatham)	4	
	Environmental/social	Would destroy wildlife	1	
		Concerned about toxins from the waste site next to proposed site	1	
Supportive	<b>Total</b>		<b>344</b>	<b>23%</b>
	General supportive comments	Support this proposal	264	
	Design	Good location	66	
	Economy	Support as would bring further employment prospects	14	
Neutral/Unknown	<b>Total</b>		<b>243</b>	<b>16%</b>
	Suggestions/route options	More information needed	90	
		Should take into account servicing forthcoming new football ground at Plough Lane	22	
		Would prefer an underground development such as the 'Swirl' proposal	21	
		Should share facilities at nearby depots	14	
		More in-depth analysis of how reversing trains at Wimbledon will not cause disruption for services without a third platform.	5	

	Theme	Comment	Count	%
		Should be located on current redundant railway land i.e. Broxbourne, Strawberry Hill etc.	4	
		Specific ideas re: routes/stations/depots (i.e. stabilising at Teddington)	4	
		Should link Alexandra Road to Queens Road via bridge by Waitrose (congestion already bad)	3	
		Station/associated facilities should be at Raynes Park	1	
		Tunnel swap should take place in Weir Road	1	
		The portal should be located here too	1	
		Should build tunnel Colliers Wood - Wandle for lorries to negate use of local roads	1	
		Should include an apprentice training school	1	
		No link to Crossrail 1	1	
	Specific local issue	Path alongside River Wandle for cyclists and pedestrians should be preserved	16	
		Further consultation needed with Wimbledon residents	12	
	Environmental/social	Needs to fit environmentally	15	
		Ensure the adjacent river is not polluted	1	
		Should be landscaped sympathetically	6	
		Garrett Park must be protected	1	
	Construction	Keep works to east side of railway tracks	1	
		Must regulate disruption to the area - traffic, parking etc.	10	
		Is compensation available for affected residents/businesses?	1	
		Site could be used for storage of materials before it becomes depot	1	
		Rubble should be taken away by rail not road	2	
	Regeneration/development	Should develop flats above depot	5	
	Design	Not enough details have been given on how large the new facility will be	1	
	Economy	Depot will be competing for staff from nearby depots	1	
	Transport/capacity/connectivity	Do not spoil access to town centre	1	
		<b>Total</b>	<b>1,506</b>	

### Question 31: Do you have any comments about the proposed turn-back and dive-under facilities at Dundonald Road, south of Wimbledon?

	Theme	Comment	Count	%
Issues and concerns	<b>Total</b>		<b>1,298</b>	<b>66%</b>
	Construction	Would have adverse effect on residential area	259	
		Would cause noise pollution	95	
		Would increase traffic congestion	78	
		Users of local schools /nurseries would suffer	59	
		Would cause pollution/ bad air quality	44	
		Would cause disruption	1	
	General unsupportive comments	Do not support this proposal	436	
	Design	Bad location	253	
		Area too large, needs to take smaller space	4	
		Underground solution must be implemented so as not to destroy the town	2	
	Cost/finance	Not necessary/waste of time/money	38	
	Regeneration/development	Area already over-developed	15	
	Transport/capacity/connectivity	Concerned about disruption to existing South West Train services	5	
	Economy	Jobs would be lost	3	
	Environment/social	No environmental impact analysis has been carried out	2	
		Area prone to flooding	1	
Suggestions/route options	Should be completely contained within railway land	1		
	Services should not terminate at Wimbledon regularly	2		
Neutral/Unknown	<b>Total</b>		<b>445</b>	<b>23%</b>
	Design	More information needed/ too vague	187	
		Should be a sympathetic design	3	
	Suggestion/route option	Should tunnel at a more southern location (between Raynes Park and Wimbledon)	34	
		Do not understand proposal	24	
		Should run a different route	22	
		Should be an underground system	20	
		Support Swirl-Max Proposal	5	
		Use existing platforms at Wimbledon	4	
		Crossrail 2 services should be entirely segregated	4	
Should use Weir Road site	3			

	Theme	Comment	Count	%
		Line must be future-proofed	2	
		Should use this location for stabling rather than Weir Road	1	
		Should be built further out of London	1	
		Flyover would be better option	1	
		Tramlink needs extending to Sutton	1	
	Environment/social	Should not impact on green space/quality of life	58	
	Transport/capacity/connectivity	Footpaths and footbridges within proposal area must be maintained	19	
		Access problem between north and south of tracks needs to be addressed	8	
		Pedestrian crossings should be kept - many children in area	3	
	Conservation/heritage	If alters conservation area then should reconsider	11	
		Site can be used to store building materials during construction of Wimbledon station	1	
		Old Sea Plane Hangar should be preserved	4	
	Construction	Existing users of site need to be considered	5	
		Keep works to the east of tracks	4	
		Proper compensation for all affected	2	
		Demolition of houses should be minimised	1	
		Must be short-term (a year or less)	1	
		Construction at Dundonald Road must not compromise Tramlink	1	
		Soil removal should be done via train	1	
	Regeneration/development	Land should be used for commercial property/office space	12	
		Properties should be built above once complete	1	
	Economy	Must retain some space for current businesses	1	
	<b>Supportive</b>	<b>Total</b>		<b>213</b>
General supportive comments		Support this proposal	185	
Design		Good location	28	
		<b>Total</b>	<b>1,956</b>	

## Question 32: Do you have any comments on the proposals for Crossrail 2 at Broxbourne, Cheshunt and Waltham Cross stations?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>308</b>	<b>49%</b>
	General supportive comments	Support this proposal	309	
<b>Neutral/Unknown</b>	<b>Total</b>		<b>254</b>	<b>41%</b>
	Suggestions/route options	Should extend to Stansted Airport	37	
		Should extend to Hertford East		
		More stations should be considered	23	
		Increase car parking at stations	18	
		More frequent services and longer trains needed	17	
		Route should extend beyond Broxbourne	17	
		Should extend to Harlow	10	
		Direct trains to London with no stops should be introduced	7	
		Suggest station at Turnford	1	
	Design	Ensure station is step free	20	
		Not enough information about the proposals	12	
		Cross platform interchange with other rail services needed	8	
		Emergency access must not be compromised	2	
		Needs to fit with local aesthetic	2	
	Transport/capacity/connectivity	How would current trains be affected?	13	
		Support if travel times reduce	5	
		Ensure services run to schedule	2	
		Would the stations be in London travel zones?	1	
		Enhance bus services to these stations	1	
	Regeneration/development	Enhance the current station buildings as part of the works	21	
Cost/finance	Crossrail 2 travel should cost the same as current services	3		
<b>Issues and concerns</b>	<b>Total</b>		<b>61</b>	<b>10%</b>
	Environment/social	Concern about negative impact on local nature	19	
		Concern about impact on local community	8	
	General unsupportive comments	Do not support this proposal	19	
	Construction	Concern about disruption	10	
	Transport/capacity/connectivity	Not needed at all of these stations	5	
		<b>Total</b>	<b>623</b>	

### Question 33: Do you have any comments on the proposals for Crossrail 2 at stations between Enfield Lock and Tottenham Hale?

	Theme	Comment	Count	%
Supportive	<b>Total</b>		<b>182</b>	<b>56%</b>
	General supportive comments	Support this proposal	181	
	Regeneration/development	Recent upgrades at Tottenham Hale will support this proposal	1	
Neutral/ Unknown	<b>Total</b>		<b>107</b>	<b>33%</b>
	Suggestions/route options	Need additional station between Ponders End and Angel Road (Pickett's Lock)	10	
		Extra tracks are needed	6	
		Cross platform interchange should be provided to Stansted Express/Cambridge for ease	3	
		Needs to stop at Waltham Cross	2	
		All services should be transferred to Crossrail on this route	1	
		There should be a stop at Edmonton Green	1	
		Match day services should be required to stop at Northumberland Park	1	
		Angel Road station might not be needed	1	
		Two train services which stop at alternating stations would improve journey times	1	
		There should be sidings in the area to hold empty trains to assist with return traffic on match days	1	
		The route should be extended	1	
		Other stations in Enfield would benefit more	1	
		Northumberland Park is essential, the rest can part of existing services, to have high speed service	1	
		Stopping trains should be used for these stations from Liverpool Street	1	
		Should have own tracks on this northern route	1	
		Four tracking will be largest issue in this section	1	
		Crossrail 2 should connect to Stansted and Gatwick airports	1	
		White Hart Lane or Bruce Grove would be better options than Tottenham Hale	1	
		Northumberland Park station should be a priority	1	
Shorter distance service would better serve these local stations		1		
Capacity to Stratford needs to be improved	1			
Metro section of Crossrail 2 should be finished and then regional routes considered	1			

	Theme	Comment	Count	%
		Ponders End station should provide improved connections to Chingford	1	
	Design	Angel Road needs pedestrian access improvements/completely rebuilt	8	
		Quality of interchanges are crucial	5	
		Should provide step-free access to all platforms and interchanges	2	
		Clearer directional signage needed	2	
		These stations need shelters/indoor areas	1	
		Better parking facilities are needed	1	
		Ordnance Road level crossing in Enfield Lock should be closed /changed	1	
		Ponders End station needs pedestrian crossings	1	
		Tracks should be paired by direction with island platforms to aid interchange	1	
		Platforms should be level with trains for accessibility	1	
		Alternatives to level crossings should be step free	1	
		Any stairs should have 'trough' for bicycles/pram wheels	1	
	Regeneration/development	Stations along that line need upgrading	11	
		Northumberland Park station needs to be larger and clearly linked to new stadium	3	
		The quieter stations along this route need significant investment for there to be sufficient demand	1	
		Road improvements needed at A110 pinch point (near Ponders End station)	1	
		Area has a lot of potential for additional housing once there are better transport links	1	
		Should encourage regeneration in Upper Lea Valley areas	1	
		Stations should be improved sooner than will be possible with Crossrail 2	1	
	Transport/capacity/connectivity	There should also be faster trains with limited stops along this route	3	
		Ponders End station should have additional northern entrance with enhanced bus services/taxi rank	2	
		Bus service improvements needed along this part of the route	2	
		Ponders End needs better road access and parking facilities	1	
		Not enough growth/demand on this stretch	1	

	Theme	Comment	Count	%
		Frequency of stopping trains should be based on actual usage	1	
		Crossrail trains should be fast service on parallel track	1	
		Cycle/footpath would be useful to connect to leisure areas near Brimsdown station	1	
		The route should be cycle-friendly	1	
		Number of Crossrail trains should be in accordance with demand	1	
		Frequency less of a problem than overcrowding - provide 8 carriage trains during peak times	1	
		12 additional trains per hour on longer trains will exceed the predicted rise in numbers	1	
	Specific local issue	Remove level crossings as soon as possible	3	
		Ordnance Road level crossing in Enfield Lock should be closed /changed	1	
	Cost/finance	The fare should not increase (too much) as a result of this work	2	
	Construction	No more roads should be closed	1	
<b>Issues and concerns</b>	<b>Total</b>		<b>37</b>	<b>11%</b>
	General unsupportive comments	Do not support the proposal	20	
	Suggestion/route option	There are too many stations on this section	4	
		Should not be called regional option as still part of London	1	
		Eastern branch to Hackney would be better suited for Crossrail 2	1	
	Specific local issue	Concerned about impact of extra trains on adjacent buildings	2	
		Enfield Lock residents/housing associations not sufficiently aware of Crossrail 2 plans	2	
	Cost/finance	Concern regarding use if the cost is higher than Tube	1	
		If existing season tickets will not be valid, will not be helpful for current commuters	1	
	Environment/social	Green areas in Lea Valley shouldn't be destroyed by development	2	
	Transport/capacity/connectivity	Stopping at all stations will make the service less attractive/effective	2	
	Construction	Engineering works shouldn't disrupt transport for several years	1	
		<b>Total</b>	<b>326</b>	

**Question 34: Do you have any comments on proposals to remove level crossings on the Broxbourne branch and replace with alternative access across or around the railway?**

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>382</b>	<b>70%</b>
	General supportive comments	Support this proposal	240	
	Environment/social	Would increase public safety	48	
		Safer for trains to pass through without problems	12	
	Transport/capacity/connectivity	Supportive as long as there is still sufficient access	23	
		Beneficial in long term	13	
		Would minimise disruption	5	
		Support as long as no knock on traffic issues	4	
		Benefit to railway outweighs detriment to drivers	4	
		Necessary to accommodate increased service	3	
	Suggestions/route options	Do this as soon as possible	9	
		Support the 4 track line	2	
		Another route to Broxbourne station is good	1	
	Design	Level crossings are outdated	5	
		Current crossings are insufficient	1	
	Specific local issue	Supportive subject to local consultation	6	
	Regeneration/development	Opens the corridor around the M25	2	
		Good for London to keep growing	1	
		Additional pedestrian and road links across the area will benefit regeneration	2	
	Economy	Would provide more jobs	1	
<b>Neutral/Unknown</b>	<b>Total</b>		<b>121</b>	<b>22%</b>
	Design	Bridges or underpasses	18	
		Bridge over tracks	12	
		Crossings must still be available for pedestrian and cyclists, time to cross must not increase	8	
		Must be step free access	8	
		Parking needs improving	4	
		Tunnel suggested	3	
		Roads should be diverted rather than use bridges	1	
		Replace with bridges that are not suitable for HGV's	1	
		One way system under railway bridges could be implemented	1	

	Theme	Comment	Count	%
	Transport/capacity/connectivity	Parks and Youth Hostel must still have access	18	
		Other train lines will benefit	6	
		Consider impact on buses	3	
		Industrial areas must still have access	2	
		Whole new track is required so faster trains can overtake delayed ones	1	
		Buses frequently delayed by crossings	1	
	Specific local issue	Some locations will be hard to replace e.g. Brimsdown Station, Broxbourne, Cheshunt Station, Enfield Lock, Northumberland Park	7	
		Cheshunt crossing needs replacing	7	
	Suggestion/route option	New routes over track must be built before level crossings are closed	3	
		What are the alternative options	3	
		More consultation needed	2	
		Retain crossing at Enfield Lock	1	
		Suggest bridge on Delamare Road	1	
		Cheshunt station needs improving	1	
		Smaller crossings can be closed	1	
		Current tunnel at Enfield Lock needs improving	1	
	Construction	Disruptive in short term	4	
	Regeneration/development	Some current bridges need improving	1	
		Replace sensibly	1	
	Cost/finance	Alternative road access should be taken from road budget	1	
<b>Issues and concerns</b>	<b>Total</b>		<b>43</b>	<b>8%</b>
	Suggestions/route options	Not enough information provided	6	
		No room for alternate at Enfield Lock	4	
		No room for alternate at Brimsdown	3	
		No room for alternate at Trinity Lane	2	
		No room for alternate at Northumberland Avenue	2	
		Crossing must be retained at Wharf Road	1	
		Only one alternate to level crossings at Brimsdown/Ponders End	1	
	General unresponsive comments	Unsupportive of this proposal	9	
	Construction	Emergency services must not be disrupted	2	
		Against more roads being closed	2	
	Cost/finance	Money could be saved instead	3	
		May not be cost effective	1	

	Theme	Comment	Count	%
	Transport/capacity/connectivity	Current crossings don't impact main roads anyway	1	
		Long distance between current bridges	1	
		Would extend journeys by car or by foot	1	
		Area does not need improving	1	
	Environment/social	Concerns over destruction of countryside	3	
		<b>Total</b>	<b>546</b>	

### Question 35: Do you have any comments on proposals for Crossrail 2 at Raynes Park, Motspur Park and New Malden stations?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>540</b>	<b>42%</b>
	General supportive comments	Support the proposals	451	
	Transport/capacity/connectivity	Would help alleviate overcrowding on current services	47	
		Provides more transport options into central London	13	
		Would improve journey times to central London	10	
	Regeneration/development	Would improve the areas	9	
	Suggestions/route options	Build as soon as possible	7	
		Tooting should be included	1	
	Economy	Would alleviate pressure on London house prices	1	
		Would attract more people to the area	1	
<b>Neutral/Unknown</b>	<b>Total</b>		<b>392</b>	<b>30%</b>
	Design	More detail required on these proposals	58	
		Stations must be made fully accessible	33	
		Improve current level crossings to avoid congestion	28	
		Unclear where the tracks/platforms would need to be widened	27	
		Bring the middle platforms at New Malden back into use	7	
		Ensure simple cross-platform interchange	4	
		Ensure station designs match with local area	3	
		Motspur Park platform layout needs redesigning	2	
		Install sound proofing around the tracks	1	
		Station signage must be improved	1	
	Regeneration/development	Stations should be upgraded as part of the works	57	
		Raynes Park station improvement works are essential to cope with increased passenger numbers	43	
		Current bridges need improving	2	
	Suggestion/route option	Surrey should be better served by Crossrail 2	14	
		Should go via Twickenham	6	
		Stations should transfer to TfL management	6	

	Theme	Comment	Count	%
		Route should service Epsom to Worcester Park	5	
		Six lines needed between Raynes Park and Wimbledon	5	
		There should be a station at Sutton	5	
		All trains must stop at Motspur Park	4	
		Use Rainbow Industrial Estate	4	
		Rezoning of Oyster zones needs considering	3	
		Heathrow link needed	2	
		Reroute track so it doesn't mirror existing rail line	2	
		Track should be underground	2	
		Need a direct service to Hampton Court	2	
		Strawberry Hill should be served	2	
		Wimbledon should be a regional hub	2	
		All trains should stop at Raynes Park	1	
		Should continue to Hampton and Shepperton	1	
		Route should service Cheam and Wellington	1	
		Extend Chessington to Epsom creating loop	1	
		Abandoned rail track north of tracks should be used	1	
		There should be a station at Streatham	1	
		Need connections to Gatwick	1	
		Will these stations still be served if the Crossrail 2 goes via Tooting	1	
	Transport/capacity/connectivity	Current services need improving now	8	
		Long term solution needed to road/bus congestion in Raynes Park	6	
		Need improved cycle connections	4	
		Should have no impact on current services	3	
		Need higher frequency of trains	3	
		Motspur Park needs improved car parking	3	
		Buses to Motspur Park need improving	3	
		Off peak services should run later than present	2	

	Theme	Comment	Count	%
		Ensure regional branches do not cause congestion for central London users e.g. passengers cannot board trains as full	2	
		Increase trains to New Malden and Kingston	1	
		Would increase congestion at Clapham Junction	1	
		Confusion over proposals and service frequencies	1	
	Construction	Minimise construction disruption as much as possible	6	
	Specific local issue	Unsure what the impact will be on Rainbow Industrial Estate	5	
	Environment/social	Should not lose views from trains	2	
		Use quiet trains	1	
	Conservation/heritage	Retain historical elements of station buildings	2	
	Cost/finance	Funding for Crossrail 2 should come from commuters not taxpayers	1	
<b>Issues and concerns</b>	<b>Total</b>		<b>365</b>	<b>28%</b>
	Transport/capacity/connectivity	Concern over cutting South West Train services out of Waterloo	68	
		Removing level crossings could worsen connectivity	8	
		Stations are already well served	7	
		Proposed increase in train frequencies is excessive	5	
		Concern over reduced service to Earlsfield	3	
		Concern about signalling issues causing delays at Raynes Park	2	
		Provides no interchange with Underground or trams	1	
General unresponsive comments	Do not support the proposals	75		
Environment/social	Concern about the impact of increased train frequencies on houses facing the railway line	26		
	Would increase noise from trains	19		
	These proposals are damaging to the environment	16		
	Negative impact on local communities	9		
	Concerned that the railway will split the community of Motspur Park	1		
Construction	Would cause disruption to locals	29		

	Theme	Comment	Count	%
		Would cause increase in traffic congestion	17	
		Concern over impact to traffic on A3	4	
		Concern over demolition of local buildings	3	
		Must not be disruptive to emergency services	2	
	Suggestion/route option	Too many branches/stops on the route, the route should be more direct	15	
		Benefits do not outweigh disruption	10	
		Unsupportive of a station at Raynes Park	8	
		Motspur Park stop is unnecessary	6	
		Opposed to Wimbledon becoming a hub	2	
		Unsupportive of a station at New Malden	1	
		Replace Waterloo and City Line instead	1	
		Concern over tunnel portal in Raynes Park	1	
	Design	Parking difficult at all stations	11	
		Concern about the space needed at Raynes Park to upgrade station/tracks	4	
	Economy	Concern this will affect house prices	8	
		Negative impact on businesses in the area	1	
	Specific local issue	Closing The Cut Path would be detrimental	2	
		<b>Total</b>	<b>1,297</b>	

**Question 36: Do you have any comments on the proposals to remove both the level crossings on West Barnes Lane near Motspur Park station, and Elm road near New Malden station, and replace with alternative access across or around the railway?**

	Theme	Comments	Count	%
Neutral/Unknown	<b>Total</b>		<b>408</b>	<b>38%</b>
	Suggestions/route options	Alternative should be a bridge/tunnel not a diversion	214	
		More information needed	94	
		Bridge preferable to level crossing	10	
		Suggest Elm Road level crossing could be replaced by a footbridge	9	
		Elm Road level crossing lightly used - consider trial closure	7	
		Consider avoiding the creation of potentially dangerous and dirty pedestrian underpasses	5	
		Consider a one way circulation between the crossings in question to improve traffic flow	2	
		Bridge for north West Barnes Lane crossing and a pedestrian subway/footbridge for the southern crossing	2	
		Full road closure preferred to bridges	2	
		Implementing bridge across the railway at West Barnes Lane/Burlington Road using land from the Tesco car park and the office building there	2	
		Consider traffic calming measures between Grand Drive and the A3 if this goes ahead	1	
		West Barnes Lane crossing south of Motspur Park station is replaced with an underpass including a ramp to the station for step-free access	1	
		West Barnes Lane crossing north of Motspur Park station could be closed completely with new connections to the A298 from Linkway and the B282 considered	1	
Suggest raising or lowering the railway instead of attempting to reposition the roads	1			
Retain Elm Road level crossing with infrequent opening/countdown timer to when gates will next open	1			

	Theme	Comments	Count	%
		Consider also closing the crossing at Hampton Court/Thames Ditton	1	
		Crossrail 2 tracks are built in a new tunnel under the Beverley Brook near Motspur Park station and Motspur Park station is not included on the Crossrail 2 network	1	
		Suggest Elm Road level crossing is replaced with a bridge similar to the Hampton Court spur south of Surbiton station	1	
		Relocation of Motspur Park station southwards in order to facilitate the construction of a new bridge across the railway	1	
		Suggest replacing West Barnes Lane level crossing south of Motspur Park station with a new bridge over the railway	1	
		Consider closing level crossing at Elm Road and providing better vehicle access across the railway by widening the road bridge	1	
	Transport/capacity/connectivity	Ensure proper access for all (motorists, cyclists, pedestrians and trains) is maintained	28	
		Ensure pedestrian and cycle access is maintained	16	
	Design	If tunnelling, ensure it is high enough for HGVs	2	
	Specific local issue	Consider learnings from the trouble encountered with the Worcester Park road works when assessing options	1	
		If level crossings are closed, residents' parking permits would need to be implemented	1	
	Conservation/heritage	Ensure the character of the area is preserved	1	
	Environment/social	Consider the proximity of major drainage watercourses in the vicinity	1	
	<b>Supportive</b>	<b>Total</b>		<b>390</b>
General supportive comments		Support this proposal	301	
Environment/social		Supportive of increased safety	57	
Suggestions/route options		Implement as soon as possible	15	
		Implement regardless of whether Crossrail 2 goes ahead	8	
Transport/capacity/connectivity		Short-term disruption while an alternative is implemented would be worth the long-term benefits	9	
<b>Issues and concerns</b>	<b>Total</b>		<b>271</b>	<b>25%</b>

	Theme	Comments	Count	%
	Transport/capacity/connectivity	Would increase traffic congestion if the level crossings are closed	119	
		Removal of West Barnes Lane level crossing will increase pressure on the other one on West Barnes Lane	9	
	Environment/social	Disruption to local residents and businesses caused by an alternative	51	
		Concerns about closure of level crossings increasing response times for the emergency services	12	
		Bridges will be opposed by local residents and tunnels will be prone to flooding	2	
		Consideration for those who are disabled	4	
		Alternative access will threaten public green space in the area	2	
	General unsupportive comments	Do not support this proposal	52	
	Construction	Elm Road level crossing will be challenging to work around due to existing constraints/disruption	16	
		Concerns about disruption to traffic and existing services while works take place	1	
	Suggestions/route options	If the level crossings were operated more efficiently, this would not be necessary	3	
		<b>Total</b>	<b>1,069</b>	

### Question 37: Do you have any comments on proposals for Crossrail 2 at stations between Epsom and Worcester Park?

	Theme	Comment	Count	%
Supportive	<b>Total</b>		<b>751</b>	<b>66%</b>
	General supportive comments	Support this proposal	383	
	Transport/capacity/connectivity	Would support growing passenger numbers	50	
		Help alleviate congestion at Worcester Park	40	
		Supports improved connectivity with Central London	36	
		Improved connectivity to wider transport network	16	
		Would help alleviate congestion at Epsom	13	
		Help alleviate congestion at Stoneleigh/Ewell West	10	
		Unhappy with service quality currently provided by SWT/believes that Crossrail 2 will help improve the situation	8	
		Supports improved connectivity of South West London	5	
		Would increase access for London commuters to affordable housing	5	
		Support that this might help alleviate traffic congestion near Worcester Park	5	
		Would relieve congestion at Waterloo and Vauxhall	3	
		Would like to see an increase in bus services between Epsom, Worcester Park and Wimbledon	2	
		Would encourage people to move from car to public transport	2	
		Supports improvements to public transport in these areas	1	
		Benefit local community	6	
		Suggestions/route options	Crossrail 2 should stop at Worcester Park	54
	Crossrail 2 should stop at Epsom		34	
	Build as soon as possible		6	
	Regeneration/development	Supports improvements to local stations	23	
		Would help support the development of Epsom	12	
		Would help regenerate/develop the area	8	
		May help to increase attractiveness of area	1	
	Design	Supports station improvements to enhance accessibility for disabled people	14	
	Economy	Benefit local businesses	14	

	Theme	Comment	Count	%
Neutral/Unknown	<b>Total</b>		<b>192</b>	<b>17%</b>
	Suggestions/route options	Would like Oyster system extended to these stations	35	
		Suggests extending beyond Epsom to e.g. Leatherhead or Dorking	34	
		Requests more detailed information	16	
		Crossrail 2 should stop at Ewell West	8	
		All services should stop at Stoneleigh/Ewell West	8	
		Would like Cheam and/or Sutton included in Crossrail 2 route	5	
		Misunderstood proposal	5	
		Believes underground might be a better option	3	
		Would like the entire branch to be Crossrail 2 services only	3	
		Would like to see Crossrail operating later trains from central London than currently run	2	
		Would like a new station built for the Epsom racecourse	1	
		Would like a station at Ewell East as well	1	
		Would like extension of Thameslink services to Epsom	1	
		Would like to see better information/staffing at stations	1	
		Requests greater clarity in Crossrail 2 material regarding the fact that services run by Southern won't be affected	1	
		Consider additional station access for Worcester Park at Green Lane/Pembury Avenue corner	1	
		Would like plans to improve links to Heathrow	1	
		Would like link to Sutton	1	
	Transport/capacity/connectivity	Would like some fast/semi-fast services	25	
Would like greater frequency/capacity at Worcester Park and/or Stoneleigh		10		
Would like to see improvements in journey times to/from London		9		
Would like more info regarding journey times		7		
Suggest double decker trains to increase capacity		3		

	Theme	Comment	Count	%
		Would like stations to have better peak and off peak service	1	
		Suggest building a four-track railway to double capacity	1	
		Suggests further analysis of passenger origin destination movements to ensure trains to Waterloo don't become overcrowded	1	
		Would like thorough assessment of passengers numbers for accuracy to ensure train and station capacities can accommodate them	1	
	Design	Would like Crossrail 2 to address parking around Worcester Park station	3	
		Ensure fast and easy interchange to the main branch	1	
	Regeneration/development	Believes infrastructure (rail/road) would need to be improved in order to accommodate Crossrail 2 services	3	
<b>Issues and concerns</b>	<b>Total</b>		<b>191</b>	<b>17%</b>
	Transport/capacity/connectivity	Concern about loss/reduction of services to Waterloo	60	
		Concern that proposed capacity/frequency would not be sufficient	26	
		Unnecessary for all these stations to be included	21	
		Concern about resilience/reliability of services	4	
		Concern that overall benefits are marginal	4	
		Concern about local transport links to Epsom station (either to local bus routes or other nearby stations)	4	
		Concern about congestion at interchange stations, such as Clapham Junction	3	
		Concern about services being under used	3	
		Concern that frequency of Crossrail 2 trains is excessive	1	
		Concern that trains terminating at Epsom would delay other through or stopping services	1	
	General unsupportive comments	Objects to line	20	
Suggestions/route options	Concern about no increase to number of services serving Stoneleigh and/or Ewell West	7		
	Concern that South West Trains should not run this service	2		

	Theme	Comment	Count	%	
		Would like to see current facilities improved rather than new services introduced	1		
		Would prefer this branch be sacrificed for improvements elsewhere on the proposed Crossrail 2 network	1		
		Does not agree area needs improving	1		
		Would prefer new rail links rather than sharing existing ones	1		
		Would prefer other areas be given priority because they are more congested than this line	1		
	Construction	Concern about disruption to local residents during construction and after Crossrail 2 becomes operational	6		
		Concern that Crossrail 2 will adversely affect traffic congestion in the area	4		
		Concern about what would need to be demolished	1		
	Environment/social	Concern about harm to environment	7		
		Concern about loss of community spaces (e.g. allotments, public parks)	2		
		Concern about noise from through trains at Stoneleigh	1		
	Cost/finance	Concern about cost to commuters	3		
		Money/resources can be better spent elsewhere	1		
		Concern whether reduction in journey times would justify increased costs	1		
		Concern that cost would be prohibitive for ordinary people	1		
	Regeneration/development	Concern that potential housing quotas built in to the Crossrail 2 proposal will be unsustainable	1		
		Does not want any additional track to be laid for this line	1		
	Design	Concern about appearance of stations	1		
			<b>Total</b>	<b>1,134</b>	

### Question 38: Do you have any comments on proposals for Crossrail 2 at stations between Chessington South and Malden Manor?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>347</b>	<b>55%</b>
	General supportive comments	Support this proposal	222	
	Transport/capacity/connectivity	An increase in train frequency is welcomed	46	
		Current connections to London are poor and need improving	15	
		Faster train services into London	12	
		Would relieve local road congestion	11	
		Relieves overcrowding on existing services/at stations	3	
	Economy	Boost the economy of the local area	26	
Regeneration/development	High development potential in the area	12		
<b>Issues and concerns</b>	<b>Total</b>		<b>145</b>	<b>23%</b>
	Suggestions/route options	Less of a priority as service between Chessington South and Malden Manor is not strained compared to other areas	25	
		Crossrail 2 service should be additional to, but not replace, service to Waterloo	21	
		Too many stations considered	4	
		Extension is too far out into suburban London	2	
	Cost/finance	Unnecessary/not cost-effective	38	
	Transport/capacity/connectivity	Inconvenient/indirect travel into Waterloo	12	
		Could increase road congestion and parking in surrounding area	6	
		Increased frequency of services could increase current delays/problems/cancellations as it is already a congested line in peak hours	3	
	General unresponsive comments	Disagree with the proposal	15	
	Environment/social	Environmentally damaging	7	
		Pressures on the green belt	6	
	Construction	Disruptive to suburban neighbourhoods	5	
		Construction activities will be disruptive	1	
	<b>Neutral/Unknown</b>	<b>Total</b>		<b>138</b>
Suggestions/route options		Should extend to Leatherhead	24	
		Should extend to Chessington World of Adventures	13	
		Service improvements should also be made prior to Crossrail 2	6	
		Extend to Malden Rushett	5	

	Theme	Comment	Count	%
		More stations should be considered (Strawberry Hill/Twickenham etc.)	4	
		The service should become part of a TfL overground/underground service	3	
		More information needed to make an informed judgement	3	
		New rail service to Waterloo from Leatherhead avoiding Epsom to relieve pressure on Raynes Park station	1	
		Service should also service Heathrow Airport	1	
	Regeneration/development	Station improvements needed	34	
		Station parking required	7	
	Design	Step-free, disabled station access must be provided	19	
		Unclear where interchanges would be	6	
		Improve station cycle facilities	2	
		Retain station structure	1	
	Transport/capacity/connectivity	Increase railway capacity (extra track etc.)	5	
		Improve bus interchanges at stations in line with Crossrail 2 proposal	4	
			<b>Total</b>	<b>630</b>

### Question 39: Do you have any comments on the proposals for Crossrail 2 at stations between Hampton Court and Berrylands?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>454</b>	<b>49%</b>
	General supportive comments	Support this proposal	375	
	Transport/capacity/connectivity	Would relieve pressure at Surbiton	21	
		Supportive of improvements to Berrylands station	15	
		Would reduce crowding	13	
		The removal of direct trains to Waterloo will be worth it for more frequent services	4	
	Suggestion/route option	Build as soon as possible	17	
	Design	Supportive of step free access	8	
Economy	Would encourage more business in the area	1		
<b>Neutral/Unknown</b>	<b>Total</b>		<b>204</b>	<b>22%</b>
	Suggestions/route options	More information required	40	
		Expansion should not be at the expense of the frequency and speed of the SWT line from Surbiton	30	
		Suggest additional stations at e.g. Hershams, Walton-on-Thames, Hinchley Wood, Esher, Weybridge, Cobham	9	
		Consider re-zoning stations, e.g. Surbiton to 4/5	7	
		Suggest Twickenham link	7	
		Suggest extension to Woking	5	
		Suggest services from Surbiton area to Heathrow to ease congestion in central London	4	
		Suggest TfL bus link with Walsham, Strawberry Hill and Hershams	4	
		More tracks should be added to reduce impact of disruption to services due to issues on the line	3	
		Enable Shepperton passengers access to the south west without having to go into central London	3	
		Restore platforms at Hampton Court Palace to store trains	2	
		Consider a reversible centre track to cope with peak hour demand	2	
		Remove Epsom branch and increase Hampton Court branch to 6 trains per hour	2	

	Theme	Comment	Count	%
		Stations should be services by Overground instead and Crossrail 2 split into two branches to Epsom and Guildford	2	
		Thames Ditton will need to be upgraded to allow easier and faster access to/from the platforms	2	
		Suggest Woking to Waterloo services become Crossrail 2 to ease pressure at Clapham Junction	1	
		Suggest moving the hub to Wimbledon instead of Surbiton	1	
		Suggest upgrading Raynes Park	1	
		Link Kingston to Surbiton	1	
		Suggest improvements to capacity issues in Putney and Wandsworth	1	
		Consider 6 tracks from Wimbledon to Surbiton (and ideally on to Hampton Court Palace) to allow trains to pass slower services	1	
		Replace existing train service between Surbiton and Hampton Court and replace with a tram and then continue to Walton or Kingston	1	
		Re-route to Waterloo and replace the Waterloo and City line	1	
		Suggest add more stations	1	
		Make a loop by joining Hampton Court to Hampton	1	
		Link Hampton Court to Teddington to improve connectivity to Heathrow and Reading	1	
		Build fifth track between Hampton Court Junction and New Malden to cut journey times to Waterloo	1	
		Shuttle service between Hampton Court and Surbiton, with peak time trains to Waterloo	1	
		Suggest Crossrail 2 serves Strawberry Hill	1	
		Consider running Crossrail 2 services to Guildford	1	
		Additional station at Long Ditton	1	
	Regeneration/development	Suggest modernisation at Surbiton station to cope with increased capacity	28	
	Transport/capacity/connectivity	Ensure fast and easy connection to Waterloo trains at Surbiton	11	
		Fast/semi-fast Crossrail 2 services between Surbiton and central London to prevent overcrowding	8	
		Increase frequency of trains through Berrylands to 6-8 per hour during peak times	3	

	Theme	Comment	Count	%
		Suggest running later services in the evening from Waterloo along this line	1	
		Surbiton has the potential for a major interchange if existing train patterns are retained	1	
	Cost/finance	Ensure journey times and costs do not exceed existing travel options	7	
	Conservation/heritage	Upgrading of Hampton Court station to preserve views of Hampton Court Palace	6	
	Design	Provision for bicycles, pushchairs and luggage e.g. ramps and troughs	1	
<b>Issues and concerns</b>	<b>Total</b>		<b>264</b>	<b>29%</b>
	Transport/capacity/connectivity	Unsupportive of removal of direct Waterloo services, changing trains will add inconvenience to journey	94	
		Having to change trains to get to Waterloo will increase overcrowding at interchange stations e.g. Surbiton/Wimbledon	53	
		Unnecessary/not beneficial	26	
		Concern that the services will be downgraded after 20:30	7	
		Concern that Hampton Court car park will not be sufficient and has no option to expand	7	
		Congestion on the line will be increased due to the extra Crossrail 2 trains using the same tracks that are currently in operation	2	
		Epsom branch is a priority because Surbiton is already well serviced	1	
		Hampton Court has significant peak demand, but off-peak is not a priority	1	
	General unsupportive comments	Do not support this proposal	32	
	Specific local issue	Concern about increased closures of level crossing causing traffic congestion	14	
	Construction	Concern that existing services will be adversely affected during works	7	
		Disruption to properties located near to stations	3	
	Environment/social	Concern about damage to the environment	5	
		Consider electrifying the line to reduce pollution	1	
		Concern about flooding in the area	1	
	Suggestion/route option	There are too many branches/stations	2	
		Six-tracking the South West Main Line would be more beneficial than Crossrail 2	1	

	Theme	Comment	Count	%
		Branch between Wimbledon and Sutton instead	1	
		Service East Surrey instead of West Surrey	1	
		Shepperton branch preferable to this branch	1	
	Conservation/heritage	Concern about damage to beautiful and historic buildings in the area	3	
		Concern about allotments being under threat	1	
		<b>Total</b>	<b>878</b>	

## Question 40: Do you have any comments on the proposals for Crossrail 2 at stations between Shepperton and Norbiton?

	Theme	Comment	Count	%
<b>Supportive</b>	<b>Total</b>		<b>572</b>	<b>53%</b>
	General supportive comments	Support this proposal	571	
	Design	All stations should be fully accessible	1	
<b>Neutral/Unknown</b>	<b>Total</b>		<b>281</b>	<b>26%</b>
	Suggestion/route option	Should include a station at Twickenham	72	
		A higher frequency of services should continue to Teddington (not stop at Hampton Wick)	36	
		Would the oyster zone be changed/extended?	23	
		More frequent trains/running later/longer trains needed now	21	
		Should include link to Heathrow	16	
		Concerns over Richmond loop	12	
		This branch should link to Hampton Court for better connectivity with Surrey	9	
		Should include a station at Strawberry Hill	7	
		Need connection to east London	3	
		Speed on Shepperton line should be improved	3	
		Route to Thorpe Park	2	
		Should route to Slough	1	
		Should be served by Overground	1	
		Kingston Loop should be included	1	
		Trains must have adequate seating	1	
	Windsor line should be its own discrete service	1		
	Design	Stations and parking need improving (inc. accessibility)	53	
Needs good interchanges		8		
Must fit with local aesthetic		2		
Regeneration/development	What infrastructure will need building?	9		
<b>Issues and concerns</b>	<b>Total</b>		<b>223</b>	<b>21%</b>
	Transport/capacity/connectivity	Concern about impact on current trains	62	
		Not necessary at all stations to reduce journey times/have express trains	31	
		Excessive increase in trains	1	
General unsupportive comments	Do not support this proposal	44		

	Theme	Comment	Count	%
	Design	Not enough information provided	18	
		Against locating railway sidings here	9	
		No need for second platform at Shepperton	1	
	Construction	Concern about disruption to residents	21	
	Specific local issue	Concern over level crossings	18	
	Environment/social	Concern about impact on local community	7	
		Concern about impact on local nature	3	
		Concern about pollution	3	
	Suggestion/route option	Route should be underground	3	
	Cost/finance	Concern over cost increase	2	
		<b>Total</b>	<b>1,076</b>	

**Question 48: Please tell us what you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)**

	Theme	Code	Count	%
<b>Supportive</b>	<b>Total</b>		<b>4,030</b>	<b>31%</b>
	General	General positive statement	3,695	
	Materials	Clear information/materials	166	
		Factsheets work well alongside questions	6	
	Website	Maps/visualisation are good	107	
		Good interactive features	7	
	Publicity	Well publicised consultation	30	
	Events	Appreciated being able to speak to Crossrail 2 representatives directly	11	
		Road show staff very helpful/informed	7	
	Helpline	Responded quickly	1	
<b>Neutral</b>	<b>Total</b>		<b>666</b>	<b>5%</b>
	General	Adequate/OK	656	
	Future updates	Request for project updates on the consultation	10	
<b>Issues and concerns</b>	<b>Total</b>		<b>8,385</b>	<b>64%</b>
	General	General negative statement	2,444	
	Materials	Level of detail poor/evidence lacking	1,292	
		No explanation why previous ideas (Tooting/Twickenham etc.) were dropped, and no-where to challenge this	426	
		Level of detail good	247	
		Associated benefits/disadvantages not highlighted	178	
		Materials all have a positive bias - little detail on issues that would arise from each proposal	70	
		Should be detailed information and maps of all shaft sites	55	
		Need reliable estimations of frequencies/travel times/passengers/forecasts etc.	49	
		Too much jargon/ambiguous use of language	27	
		Should be more detail about integration with wider transport network	16	
		Maps need more detail/legends	16	
		Should include 3D construction models	11	
		Factsheets repetitive, should be a single comprehensive document	10	
		Pictures/drawings needed	10	

	Theme	Code	Count	%
		Map of overall transport network connections/interchange would have been useful for context	8	
		Should include case studies from residents affected by previous similar schemes	6	
		Poor use of English/grammar	6	
		Should have included videos	5	
		Printing could be a bit larger/unsuitable for visually impaired people	2	
		Materials seemed out of date	2	
	Publicity	Badly publicised consultation (narrow audience - those who do not use the internet excluded)	1,151	
		Should have posted letters/leaflets much wider and at stations/social media campaigns etc. to raise awareness	172	
		Letter drop at homes far too narrow along the route/did not receive a letter within 200m of the route	56	
		Updated plans should be displayed at local stations	23	
		Detailed maps/plans should be sent to addresses affected	9	
	Questionnaire	Questionnaire too complex/confusing/hard to navigate	262	
		Proposals biased/misleading	171	
		Little opportunity to question the proposals/no other choices	160	
		Should have used tick-box/multiple-choice options	57	
		Too many free text boxes/open-ended questions	47	
		Took too long to complete	12	
		All questions should not be compulsory	12	
		Should have 'out of ten' scores for questions	5	
		Should be able to suggest stations not on the route	4	
		Questionnaire too short	3	
		Q.46 should ask if you're a resident close to the proposals	1	
	Website	Maps unclear regarding station plans/shaft locations etc.	283	
		PDFs not easy to find	31	
		Online map should be higher quality when zooming/clunky to use	20	
		Questions should be click-through, had to keep using 'back' button/site not intuitive	17	
		Website confusing	17	
		Website difficult to use on smartphones	12	
		Route map scale too big with not enough detail for residents	6	

	Theme	Code	Count	%
		Should be more interactive	2	
		No privacy declaration regarding personal information	1	
		Should have been an option to print your response	1	
	Timescales	Consultation period too short/shouldn't have been after Christmas	280	
		Public should have been involved far earlier	50	
		More information needed on timescales	47	
	Method	Pointless consultation - will not listen to respondents/decision already made	268	
		Legally flawed/unfit consultation/could be subject of judicial review	18	
		Decisions/routes etc. should be put to a vote	12	
		Too similar to previous consultation	2	
	Site Specific	Information on Wimbledon impact very poor	122	
		Comments on specific elements of the Crossrail 2 proposals	17	
		Map implies Balham route is already chosen e.g. Tooting route only a dotted line	7	
		Completely ignores 'potential future Eastern branch'	1	
	Funding	Need to see Benefit to Cost calculations/where funding will come from	69	
		Money for consultation could be spent elsewhere	3	
	Events	Should hold public consultation events	17	
		Roadshow events should have been at different times of the day/weekend	8	
		Roadshow events could have been better publicised/more of them	6	
		Drop in session could have been better publicised	5	
		Staff at information events were not local representatives	1	
		Consultation staff should have engineering background	1	
	Proposals	Doesn't address environmental concerns	13	
		Some route options have been introduced too late for proper consultation e.g. Wood Green and Balham routings	12	
		Should include legal ramifications, compensation for residents etc.	8	
	Helpline	Should return calls more quickly	3	
		<b>Total</b>	<b>13,081</b>	

# E Stakeholder Summaries

## Introduction

This section summarises the responses received from key stakeholders. All stakeholder responses have also been coded in the main report alongside the public responses.

Here the stakeholders have been grouped into the following categories:

- London Boroughs;
- District Councils, County Councils and LEPs;
- Political Stakeholders;
- Business Groups;
- Resident and Community Groups;
- Education;
- Environment/Aviation;
- Investment/Property;
- Transport/User Groups; and,
- Other.

## London Boroughs

### London Borough of Barking & Dagenham

The London Borough of Barking and Dagenham is in favour of an eastern spur to enhance key regeneration sites such as Barking Town Centre and Riverside, as well as Dagenham Docks which are projected to see significant population growth.

The spur enables greater connectivity to key destinations such as Stratford (one of the Borough's top three transport priorities) and Liverpool Street, as well as important interchanges to Crossrail 1 at Stratford, HS1 at St. Pancras and HS2 and Euston St. Pancras.

It would also assist with capacity constraints on C2C services along the Essex Thameside line.

### London Borough of Barnet

London Borough of Barnet is strongly supportive of Crossrail 2 and would like to see scheme development accelerated so that it could be operational before 2030.

Crossrail 2 is seen by Barnet to be a local development catalyst and a means of unlocking new housing and employment. They see an A406 scheme as equally critical to these objectives. LB Barnet sees a joint area planning framework, with Haringey, Enfield and TfL, as the best means of agreeing how to realise the potential of the area.

They are strongly supportive of the proposed New Southgate station and are keen that a high-frequency service of 15 trains per hour (in each direction at peak) is achieved.

### **London Borough of Camden**

Camden Council supports the principle of Crossrail 2, but is opposed to current proposals for Crossrail 2 at Euston St. Pancras due to the impact construction would have on residential properties and businesses at Euston.

They suggest aligning the Crossrail 2 programme with the redevelopment of the Network Rail station as there are opportunities to reduce land take, share worksites and deliver a better transport solution. Also, a Crossrail 2 station entrance within the Network Rail station would be more effective in reducing passenger congestion on the Victoria and Northern lines compared to the current proposal. They also support the proposal to locate a station entrance within St Pancras station and to link Thameslink platforms.

### **London Borough of Enfield**

Enfield Council strongly supports Crossrail 2 and believes the project will act as a catalyst for the transformational change in the Upper Lee Valley by unlocking the potential for thousands of new homes and jobs.

The Council also supports the proposed link to New Southgate, which could unlock significant regeneration and redevelopment. They would like to see an early commitment on minimum levels of service and look forward to working with the Crossrail 2 team to identify local job opportunities associated with Crossrail 2 depot operations. They also note their concern that construction is managed effectively to minimise disruption.

Enfield Council sees that the Alexandra Palace route proposal has the potential to provide interchange with services on the Hertford North line providing the catalyst for growth in new areas along the line.

Enfield Council strongly supports increased service frequencies and station upgrades at Brimsdown, Enfield Lock and Ponders End.

The Council believes that the starting point should be the presumption that jobs are retained in the borough and new business sectors encouraged. A holistic view is needed in considering the potential for the relocation of displaced uses elsewhere in Enfield.

Enfield Council recognises that level crossings will have to close at Enfield Lock and Brimsdown and alternative solutions will need to be found to mitigate impacts on connectivity.

### **London Borough of Hackney**

The London Borough of Hackney welcomes the development of Crossrail 2 and recognises the benefits this significant piece of infrastructure could bring to Hackney and London.

The Borough strongly objects to the proposals in the vicinity of the Britannia Leisure Centre and Shoreditch Park. This is the largest and most significant park in the borough and a heavily used community facility. The Council strongly believes that sites A and B on Eagle Wharf Road are the only two suitable sites for the worksite and vent shaft.

Regarding the Dalston proposals, the planned worksites and demolition will negatively impact upon local trade and push trade out of town, and traders suffering any loss of local trade should be compensated.

The Council also wish to retain historic elements of streetscape in the Dalston area, and has serious concerns about demolition on Bradbury Street and Kingsland High Street. These properties are listed within the Dalston Conservation Area and less sensitive sites should be found. CPOs on Bradbury Street and Bradbury Mews could be avoided by relocating Dalston Kingsland station to the east of the A10. This site would also facilitate station expansion in the future. Birkbeck Mews is to undergo redevelopment to increase trade, footfall and local amenities and a Crossrail 2 worksite and vent would threaten this and damage trade. Hackney requests clarification of the impacts of Site E – interchange with Dalston Junction.

With regards to Stoke Newington/Stamford Hill the Council request that TfL develop plans further for comment.

The Council support eastward extension of Crossrail 2 due to regeneration potential and note that this should be strongly considered.

### **London Borough of Haringey**

The Council wholeheartedly supports Crossrail 2 due to the extensive benefits it would bring to Haringey, the Upper Lea Valley and across London.

Haringey Council's strong view is that a single station serving the Wood Green area is preferable to two stations at Turnpike Lane and Alexandra Palace and would support significant development and employment. A station in the centre of Wood Green would be a timely catalyst for large-scale regeneration, helping to drive much-needed improvement in a struggling metropolitan town centre. Located correctly, a station at Wood Green would also help improve deficiencies in the pedestrian alignment and connectivity, particularly east-west to the Chocolate Factory/cultural quarter and through to Alexandra Palace and Park.

The Council is not satisfied that the provision of a vent shaft within Downhill's Park is appropriate and says that further exploration of options should take place.

If Turnpike Lane were to emerge as the preferred option then the Council would request the station vent shaft is located at the rear of the worksite to maximise the development opportunity facing the High Road. If the route were to go through Alexandra Palace station, the Council would be seeking the provision of a western station entrance onto Bedford Road which would better serve the Palace itself and support its long term future.

The Seven Sisters area has a district (town) centre at Seven Sisters / West Green Road, which could be the focal point of new growth and transport infrastructure. The new Crossrail 2 line will consolidate the status of Seven Sisters station as a significant hub station.

The introduction of Crossrail 2 into Northumberland Park fully complements, and further catalyses, the comprehensive regeneration programme underway in north Tottenham and more widely across the Upper Lea Valley.

### **London Borough of Hillingdon**

The London Borough of Hillingdon suggests that Crossrail 2 should serve both Gatwick and Stansted Airports from the outset, in a similar way to how Crossrail 1 serves Heathrow. They are concerned that all transport links to Heathrow will be at capacity by 2030 and fear that people will continue to favour the airport unless links to the others are improved.

They also favour the route to Balham rather than Tooting as it will allow easier interchange with existing Southern services to Gatwick Airport.

### **London Borough of Islington**

The Council supports Crossrail 2 however remains disappointed that the Essex Road proposal has been discounted and suggests upgrading the railway into Moorgate (via Essex Road) as an alternative.

Whilst supportive of the Angel proposals, the Council are concerned about the proximity of worksite D to residential properties and schools. The Council ask TfL to investigate scope for further entrances/exits at Angel station. The Council would like to work with TfL to deliver a range of public realm improvements

The Council welcomes the proposal for the main Crossrail 2 route to run via Dalston, but would welcome a future option of a branch to Hackney Central.

Crossrail 2 should provide employment and training opportunities for local people to maximise regeneration potential. Early engagement on jobs and training should take place and disruption to local businesses should be minimised.

The council is concerned about how Crossrail 2 will be funded; in particular that a disproportionate contribution to Crossrail 2 will impact on the Council's ability to deliver local infrastructure projects and meet planning policies.

### **Royal Borough of Kensington and Chelsea**

The Royal Borough of Kensington and Chelsea is supportive of the Crossrail 2 project as a whole and believes that Chelsea would benefit greatly from the proposed station at King's Road. It is noted that the Council has supported the idea of a new underground railway serving Chelsea for many years, with long-established planning policies that give explicit support to the Chelsea-Hackney Line. Further comments about specific elements of the King's Road proposals were given.

Whilst the Council are fully supportive of the proposals for a station at King's Road Chelsea, it acknowledges that there are many Chelsea residents, and some businesses too, that have not been persuaded by the case for the station.

### **Royal Borough of Kingston upon Thames**

The Royal Borough of Kingston upon Thames supports the Crossrail 2 proposals as it addresses severe capacity constraints on the current public transport network, and supports the growth in housing and jobs. Crossrail 2 would transform travel to and from the borough, providing direct train services to destinations across the region with increased capacity for many more people travelling in peak periods.

Recent economic studies report Kingston's relatively poor levels of rail connectivity being a major contributory factor in the town having failed to attract significant new office development in recent times.

### **London Borough of Lambeth**

The London Borough of Lambeth supports the overall objectives of Crossrail 2 but has a number of comments and concerns on the current proposals. They feel the alignment between Wimbledon and Balham replicates the Northern Line, which simply re-enforces areas that already have good accessibility in favour of those where it is poorer. The Borough feels that Streatham has been overlooked on a number of occasions for transport infrastructure improvements and think there is a very strong case for a Crossrail 2 station at Streatham.

Crossrail 2 at Streatham would help ease crowding at Streatham Common and Streatham Rail stations, which are operating at capacity in AM and PM peaks. It would also alleviate congestion on the Northern and Victoria Lines, and facilitate a modal shift from private vehicles to public transport in Streatham and the south London area (currently car and motorcycles have a 46 per cent modal share). It would also relieve congestion in Brixton, where many bus services converge on the town centre to interchange with the Victoria Line.

Crossrail 2 will also facilitate the transformation of Streatham economically, as identified in the Borough's Local Plan.

### **London Borough of Merton**

The London Borough of Merton supports the strategic case for Crossrail 2 and recognises the benefits that the scheme will provide to the growth of Merton, but has significant reservations about the potential construction impacts on the business community in Wimbledon and the loss of associated business rates.

The Borough raises some further concerns about the focus on housing alone as it could potentially lead to the creation of a dormitory suburb. Additionally the Council disapproves of the single option presented during the consultation.

As part of the Borough's masterplanning process in mid-2016, in partnership with Love Wimbledon BID, the borough seeks to address how Wimbledon station will integrate with the town centre. The borough encourages TfL and Crossrail 2 to partake in that process along with residents and business.

### **London Borough of Newham**

LB Newham broadly agrees that Crossrail 2 is necessary to address expected increases in population in London and the resulting pressure on the Underground network. The Borough is supportive of an eastern branch to Stratford, and hope that further safeguarding of the route will follow. They believe there is a great deal of regeneration potential supporting the business case for an eastern branch.

### **London Borough of Richmond**

London Borough of Richmond see the scheme bringing important flexibility and benefits to those living in the borough by providing a fast direct access to central, north and north east London, and other hub destinations such as Clapham Junction, Tottenham Court Road, Euston and St Pancras. They also support the benefits given to the economy and the opportunities for new homes and jobs across London and the South East. The Council gave more detailed comments and concerns on the following topics:

- *Capacity* – further information on interchange required for passengers from Hampton, Fulwell, Teddington and Hampton Wick.
- *Level Crossings* – concern at how level crossing might be affected in the Hampton area.
- *Sidings* – concern about the impact on the local environment and green corridor space
- *Stations* – ensure stations are designed for increased patronage and for to fulfil interchange requirements. They should also be fully accessible with step free access from street to train.

### **London Borough of Sutton**

The London Borough of Sutton broadly support the aims of Crossrail 2, stating that it would not only provide improved access to other parts of London for residents of Sutton, but will also ensure that Sutton is accessible to employees and visitors from elsewhere in London who need to access its business and leisure opportunities. Sutton town centre is forecast to grow rapidly in terms of residential population and employment, with a number of major developments in the pipeline and further sites earmarked over the next decade.

However, the Borough state that Sutton doesn't benefit directly from the scheme and suggest a regional branch from Wimbledon is considered to serve Sutton, with two trains per hour. This would link to existing Thameslink services and reduce congestion on this route into central London.

Whilst the Borough understands the reasons for the routing away from Tooting Broadway to Balham, they feel this doesn't address the connectivity issues between Worcester Park and St. George's Hospital. The proposed Epsom branch of Crossrail 2 including the proposed station at Worcester Park is welcomed and hoped that this would increase overall frequencies, but also address the current accessibility issues from the London Borough of Sutton side of the station.

The Borough also supports improved interchange at Wimbledon and Clapham Junction.

### **London Borough of Waltham Forest**

The London Borough of Waltham Forest is broadly supportive of the scheme as a whole and acknowledges the wider benefits.

There is concern that the proposed routes do not connect eastwards to Waltham Forest and therefore the borough will not benefit directly, even though there are proposals for future extensions to the east. The suggested benefits of such an extension are less congestion on the Central line.

The Borough would wish to maintain the current land use mix, particularly employment land as this is particularly short supply, but are in favour of designating land around transport hubs for residential developments.

### **London Borough of Wandsworth**

The London Borough of Wandsworth support Crossrail 2 but opposes the revised Crossrail 2 station at Balham. The Borough continues to support a station serving Tooting Broadway as the benefits to the local area are much greater than Balham. The Borough state that TfL must undertake a full and open cost benefit evaluation of route options and provide reasoning for constructing a station at Balham.

The Council support a station in the King's Road / Worlds End area, but would prefer a location more accessible from Battersea Bridge and North Battersea. The Council also strongly support stations at Clapham Junction and at Wimbledon.

The Council discusses the proposed shaft at the eastern edge of Wandsworth Common which has attracted opposition from local residents due to potential danger, disruption and lack of benefit to the area. The Council gives full transcripts of petitions made by local residents and asks TfL to consider alternative site proposals submitted by the residents.

With regards to the shaft at Weir Road, the Council note it is important to retain pedestrian and cycle access to Wandle and that the area is in a flood risk zone. The shaft between the

Springfield development and Balham should have minimal impact on the local environment during construction and design of the final 'head house' is important in gaining acceptance from the local community.

They state that it is important that services starting outside of London also serve south London (there should be capacity for south London residents to use the Crossrail 2 services when they reach the area).

### **London Councils**

London Councils support Crossrail 2 as a necessary piece of major infrastructure for London and the wider south of England, which will boost connectivity, capacity and housing growth.

They call for a greater focus by government on infrastructure nationally, and in London for TfL to continue to work with boroughs to identify and fund other local infrastructure.

### **Westminster City Council**

The City Council welcomes the provision of Crossrail 2 in principle, as they acknowledge the need for Crossrail 2 to help alleviate severe overcrowding on London and the South East's rail networks including Network Rail lines and London Underground lines affecting Westminster, given both the current demand and forecasted growth in population, employment and housing growth.

The City Council believes that Crossrail 2 can positively contribute to local job creation not least through construction works, with thousands of jobs projected in the Victoria and Tottenham Court Road Opportunity Areas.

The City Council has a number of concerns on the impact of Crossrail 2, including: interchange activity at Euston, Clapham Junction and Waterloo; impact on listed buildings and buildings of townscape merit; and, the cumulative impact of major infrastructure proposals in central London. They state concern about the proposed station entrance on Shaftesbury Avenue and the potential loss of the existing Curzon Cinema, especially given the large public campaign to save the cinema.

The City Council supports Crossrail 2 at Victoria as it is a considerable development opportunity not only to provide an improved transport interchange, but also to provide high quality replacement buildings and public spaces to address the Council's adopted policies and concerns. They do however have concerns construction impacts on the local community and schools.

### **London Borough of Hammersmith and Fulham**

The London Borough of Hammersmith and Fulham generally support Crossrail 2 as an effective and sustainable way of meeting the projected growth in housing and employment in London.

Hammersmith and Fulham's policy for many years has been that Crossrail 2/ Chelsea Hackney Line should be routed via the Sands End area of Fulham, with an interchange station with the West London Line at Imperial Wharf. This station is at the north eastern end of the South Fulham Riverside Regeneration area, which could accommodate several thousand new jobs and homes.

Hammersmith and Fulham state that since Imperial Wharf station opened in 2009 it was served by the London Overground Clapham Junction to Stratford line and Southern trains. Since this time the London Borough of Hammersmith and Fulham notes that the

improvements by both Southern and London Overground have increased capacity however the demand continues to outstrip the supply.

The Borough mentions a development capacity study which found the South Fulham Riverside area could accommodate a large amount of homes and jobs, and that Crossrail 2 would be essential for enabling this.

The London Borough of Hammersmith and Fulham is aware of alternative routing options between Clapham Junction and Victoria which would include a station at Imperial Wharf. Given the Crossrail 2 objective to facilitate and maximise housing and employment growth the borough believe Crossrail 2 should consider the Imperial Wharf.

## **District Councils, County Councils and LEPs**

### **Basingstoke and Deane Borough Council**

Basingstoke and Deane Borough Council strongly supports the concept of Crossrail 2, which would offer benefits and opportunities for greater access to additional destinations in central and north London and be advantageous for borough residents and employers. The Council note that any future improvements must not result in a net overall reduction in services and frequency of direct trains between Basingstoke and Deane and central London in general.

### **Broxbourne Borough Council**

Broxbourne Council supports the regional route of Crossrail 2 because it will add capacity across the network, relieve pressure on key lines, and improve connectivity into and through London, whilst also supporting growth in jobs, homes and regeneration along the London Stansted Cambridge corridor.

The Council also notes their support for the proposed four tracking of all or part of the line between Tottenham Hale and Broxbourne to accommodate increasing demand for local services. The Council would welcome an early opportunity to discuss any available designs in more detail with regard to the Broxbourne branch.

### **Cambridgeshire County Council**

The County Council welcome the Crossrail 2 project and the significant positive impacts this will have on accessibility and connectivity in the region. It would deliver an enhanced service closer to London running via new tunnelling, which would reduce congestion into Liverpool Street and Stratford for the longer distance services including those from Cambridge and Stansted. These improvements would also see faster journey times, and increase reliability and resilience.

### **Devon County Council**

Devon County Council share the Peninsula Rail Task Force's views on the proposals for Crossrail 2. The Council supports the proposals, highlighting that the benefits would extend to people in local authorities in the South West and new infrastructure would bring substantial improvements to rail services for lines operating out of Waterloo station. The project would provide extra capacity on the South West Main Line by transferring existing slower suburban services onto Crossrail 2. This would free up the line for longer distance services and could increase the capacity of the South West Main Line by up to 40% at peak times.

The new interchange opportunities at Clapham Junction will significantly improve connectivity to areas in the north and east of London. Due to these new interchange opportunities at Clapham Junction, Crossrail 2 will lead to journey time savings for onward trips.

### **East Hertfordshire Council**

Overall the Council supports the provision of Crossrail 2 regional option, and supports the Alexandra Palace and Turnpike Lane route option. The Council believes that a terminus should be located at Broxbourne or Cheshunt and not extend to Hertford East.

The Broxbourne option is favoured as it provides greater benefits over a metro service. The main concerns of progressing a metro and/or Hertford East option include: limited existing supporting infrastructure; potentially environmental, economic and social impacts on towns in the area; and, disruption of services to the Hertford East branch.

### **Elmbridge Borough Council**

Whilst Elmbridge Borough Council supports any improvements to rail infrastructure in the Borough, they have some significant concerns arising from the proposals. The Council acknowledges that the release of capacity on the South West Mainline will address the severe capacity problems on services serving Esher, Hersham, Walton on Thames and Weybridge. They strongly argue that there is potential for Crossrail 2 at stations beyond Surbiton (to stations such as Walton on Thames) as the route is in high demand and often crowded.

The improved connectivity to central London will drive the development of 200,000 new homes across the region, but the Council state the capacity to deliver growth is severely limited by the constraints of the Green Belt.

If Chessington is used as terminus, then the Council are concerned about the traffic congestion this may cause in an already congested area. They propose that wider improvements to road infrastructure will be necessary.

With regards to Hampton Court and Thames Ditton, the Council fully supports the proposal, particularly the improved transport links within the borough which has a growing population. The Council expects to see appropriate improvements to wider infrastructure in support of the transport hubs such as bus links and parking facilities.

### **East Sussex County Council**

East Sussex County Council support Crossrail 2. Improved transport links and capacity on this route would benefit those wishing to travel to and from East Sussex to destinations on the Crossrail 2 route or beyond in terms of journey times and interchange between services.

The County Council is supportive of the project in terms of:

- Increased overall rail capacity and providing additional rail services;
- Reduced journey times;
- Replaced level crossings; and,
- Improved stations - including new platforms, station improvement works, and step free access.

### **Epping Forest District Council**

The Council welcomes the extra capacity that would be created on the West Anglia Main Line through four-tracking and continues to support Crossrail 2 subject to there being improvements and benefits to all rail and Central Line users who live and work in Epping Forest District.

For the section of the line running through Enfield and Hertfordshire, as the consultation identifies, a key issue to be resolved will be where existing level crossings need to be closed. In particular, the extent and form of alternative access for vehicles and pedestrians that would need to be provided either by way of bridge, underpass or via a diversion.

### **Epsom & Ewell Borough Council**

With regards to the Epsom and Worcester Park, the Borough Council broadly supports the Crossrail 2 proposal and acknowledges the benefits that will be delivered across London and the South East.

Crossrail 2 will generate additional demand for new housing within the local housing market area; the Council recommends that the Crossrail 2 business case must not automatically assume that substantial additional housing demand (beyond that agreed in our Local Plan) will be met on sites located within the Borough boundary. They are concerned that it may be difficult to identify credible deliverable and developable sources of housing land supply for the period beyond 2026 as there are limited opportunities for new development. In addition, they state that the Borough's community infrastructure capacity is finite and is constrained by the form of the existing urban area and the highway networks that support it.

The Borough Council highlights the importance and value of Ewell West and Stoneleigh Stations to local residents and the business community. They raise a concern surrounding the lack of Crossrail 2 trains (two per hour) servicing these stations, which will not sufficiently meet local demand and thus suggest that service frequency should be maintained.

Whilst East Ewell station is not involved in the proposal, the Council do not want Crossrail 2 to cause any detriment to the existing facilities and services there.

### **Essex County Council**

The Council are pleased that the plans for Crossrail 2 and four-tracking of the West Anglia Main Line (WAML) are progressing given the predicted capacity constraints along the London Stansted Cambridge Corridor (LSCC). However, they suggest that the scope of specific infrastructure developments and service plans need to be carefully considered to maximise economic returns.

The Council offer views on specific elements of the scheme in north London, which can be seen in their full response. Elements mentioned include: extension of Crossrail 2 to Harlow Town station; further investment in the Central line; introduction of step free access at stations; and, segregation of fast and slow trains on the Broxbourne branch.

### **Harlow Borough Council**

Harlow Borough Council is fully supportive of Crossrail 2 as it will support economic growth in London, Stansted and the Cambridge Corridor. The Council suggests Harlow as an alternative location for the new Northern Terminus. Extending the proposed route to Harlow would support the growth of life sciences and medical technology, and the Harlow Enterprise Zone. Crossrail 2 would need to implement stabling, maintenance depots and facilities; as an owner of a large depot adjacent to the line, the Council would be happy to discuss how this could be used to help facilitate an alternative terminus in Harlow.

### **Hertfordshire County Council**

Hertfordshire County Council supports the principle of Crossrail 2 and associated four-tracking between Tottenham Hale and Broxbourne station. They are also supportive of Broxbourne Borough Council's proposal to build a new station between Cheshunt and Broxbourne at Turnford.

The Council state a preference for the Alexandra Palace route option as this will provide additional connectivity for Hertfordshire residents as Crossrail 2 services would directly link to trains serving the Hertford North loop. They comment that it is essential that existing services on the West Anglia Main Line are at least maintained, and ideally enhanced given that Crossrail 2 will not be suitable for longer-distance commuting.

The County Council would welcome on-going dialogue with Crossrail 2 on issues surrounding stabling and maintenance facilities, land take, environmental impacts on the Lea Valley Regional Park, level crossing closures and access to and development around stations.

#### **Mole Valley District Council**

Mole Valley District Council raised two issues about the proposed Crossrail 2 service patterns. The Council have concerns that the introduction of Crossrail 2 services could reduce the frequency of the existing services from Epsom to Waterloo and/or increase the journey times of existing services. They would also like to explore the possibility of extending services from beyond the proposed terminus at Epsom to Ashted, Leatherhead and Dorking which would improve overall journey times for these towns to central London.

#### **Portsmouth City Council**

Portsmouth City Council support the regional option for Crossrail 2 as the scheme has the potential to provide additional capacity that is greatly needed on the South West Main Line services between Portsmouth and London Waterloo. The resultant reductions in crowding and journey times that Crossrail 2 would provide are welcomed provided that conditions on other services to and from Portsmouth are not adversely affected, reduced or removed entirely.

#### **Solent Transport, Hampshire County Council**

Solent Transport strongly support the regional option for Crossrail 2, as the increased service frequency on the southern branches has potential to release much needed capacity to and from London Waterloo, reducing overcrowding and improving journey times. Having a Crossrail 2 interchange at Clapham Junction will improve connectivity to an increased number of London's stations for Solent residents.

The Council express a desire to see a "regional plus" option where Crossrail 2 would function in a similar manner to Thameslink with termini further afield than Greater London, thus offering faster cross-London journey opportunities without the need to change trains.

Whilst the Council fully support the proposal, this is providing it does not reduce any services to and from Solent, and disruption during the construction phase must be minimal.

#### **Spelthorne Borough Council**

Spelthorne Borough Council supports the principle of Crossrail 2 given its likely economic benefits to the local and wider area. However, the Crossrail 2 proposals are at an early stage and the information accompanying the consultation is quite generalised and high level. As such, the full impact of Crossrail 2 remains uncertain at this time and Spelthorne Borough Council will need to consider Crossrail 2 proposals as further details emerge.

The Council raised a number of points regarding the Shepperton branch line. The Council feel this branch has a weak business case compared to other potential destinations based on the relatively low passenger numbers, and there is no indication of journey times between the Shepperton branch line stations and London Waterloo.

#### **Stevenage Borough Council**

Stevenage Borough Council suggests a Crossrail 2 branch to Stevenage and cites already committed investment that would provide enough platform capacity for Crossrail 2 trains. A limited amount of additional funding would be required. Having Crossrail 2 terminating at Stevenage with links to the East Coast Mainline and Thameslink services could support up to a

further 3,000 new homes in the town centre and thousands of new jobs, along with opportunities for employment displaced by Crossrail 2 further down the line.

The Council offer some suggested options for routing Crossrail 2 to Stevenage, including running services via the existing Hertford Loop line.

### **Surrey County Council**

Surrey County Council commissioned a consultancy to carry out an assessment of Crossrail 2 and as a result is broadly supportive of the proposals and associated social, environmental and economic benefits. In addition, they suggest that:

- A feasibility study is carried out to look at extending the route to Dorking and Woking;
- Capacity created by the freeing up of train paths on the South West Mainline should be used for more either longer or shorter distance services to local employment hubs;
- Public transport accessibility schemes around stations need to be carried out; and,
- Engagement continues throughout the process with the Council, the Local Enterprise Partnership and other key stakeholders.

### **Uttlesford District Council**

The Council continues to strongly support the Crossrail 2 regional option. The Stratford to Angel Road third track enhancement scheme is an important first step in improving connectivity along the West Anglia Main Line (WAML) but it is, however, only a first step. The Council welcome the extra capacity that would be created on WAML through four-tracking and the new tunnelling works south of Tottenham Hale.

The Council's support for Crossrail 2 is subject to the caveat that there are proven benefits to all Uttlesford rail users and not just those travelling to and from Stansted Airport. Whilst the Council has long campaigned for improved rail connections to the Airport and faster journey times to London, this will have to be done in a way that does not adversely affect rail services for non-airport travellers and commuters.

### **Woking Borough Council**

Woking Borough Council is supportive of measures to increase rail passenger capacity and Crossrail 2 would help to take some of the existing pressures off the National Rail lines serving Woking (South West Trains Services). Crossrail 2 should also provide better route options for the public and negate some of the need to use Waterloo Mainline Station for onward travel in London and beyond.

Although the Council acknowledge that Crossrail 2 is not currently proposed to come as far as Woking, they see merit in considering this possibility given projections of population and job growth.

## Political Stakeholders

### **Councillor Adejare, Dalston Ward, London Borough of Hackney**

Councillor Adejare states that the Crossrail 2 proposals for Dalston will have a detrimental, irreversible impact on Dalston with regard to the community and local residents, local heritage and unique businesses. The Councillor suggests that the proposed route of Crossrail 2 could go to the east of the A10 instead of the current proposed route, which will threaten a significant number of residents in Bradbury Street and Bradbury Mews with Compulsory Purchase Order (CPO).

Councillor Adejare expresses support for the relocation of the station entrance at Dalston in order to support development of the Kingsland Shopping Centre and protect buildings of historical interest.

The Councillor expresses concern about the use of Birkbeck Mews as a worksite, because it is not clear how Ridley Road traders will be affected by this proposal. Birkbeck Mews currently provides essential storage for traders and market waste is collected, processed and stored at this site. Further, the worksite here may have an undue, adverse effect on the wellbeing of pupils at Colvestone Primary School.

### **Councillor Adilypour, Streatham South Ward, London Borough of Lambeth**

Councillor Adilypour agrees with the principal of Crossrail 2 and improving north – south links in London but is concerned that the proposals ignore Streatham, which is in desperate need of improved public transport. Councillor Adilypour feels the route should be amended to include a station at Streatham.

### **Councillor Ainslie, St. Leonard's Ward, London Borough of Lambeth**

Councillor Ainslie would like Crossrail 2 to route via Streatham as the area is congested and in need of better public transport links. The Councillor states that Balham is already well served by the Northern Line and that Streatham would be a better station option.

Councillor Ainslie does not support the proposals for a ventilation shaft on Wandsworth Common as green space should be preserved.

### **Councillor Allison, Lavender Fields Ward, London Borough of Merton**

Councillor Allison expresses a preference for the previous Tooting alignment. He also expresses concern about the potential disruption on the business community, retailers and local residents in Wimbledon.

### **David Amess, MP for Southend West**

MP Amess is in full support of Crossrail 2.

### **Councillors Anderson and Allin-Khan, Bedford Ward, London Borough of Wandsworth**

The Councillors are opposed to the Crossrail 2 station at Balham and are instead supportive of a station at Tooting Broadway. Conversations with, and emails from, Balham residents suggest that a very small proportion are in favour of a station at Balham, with the majority opposed.

They make a number of points in favour of a station at Tooting Broadway instead of Balham, highlighting increased regeneration benefits, improved connectivity, a lesser impact on the town centre, support from local businesses e.g. St Georges Hospital, and costs.

### **Councillor Barry, Winchmore Hill Ward, London Borough of Enfield**

Councillor Barry supports Crossrail 2 and states that it is important that the route connects to as many other lines as possible in order to bring improved journey times and improved public transport (and the associated benefits), to as many people as possible.

Making a connection with the Hertford Loop line, at Alexandra Palace, is essential as the Hertford Loop is a busy line, and the only rail service for people living in parts of Haringey, Enfield and Hertfordshire. The route option via Turnpike Lane and Alexandra Palace is preferred on the basis that it would serve Alexandra Palace.

### **James Berry, MP for Kingston & Surbiton**

MP Berry is broadly supportive of Crossrail 2 and highlights a number of benefits for his constituents. He does, however, raise a number of concerns from local residents about the proposal.

Crossrail 2 should not impact existing South West Trains services to Waterloo, and ideally all current peak time services would be maintained alongside the new Crossrail 2 services. The wholesale removal of all Waterloo services from Berrylands, Chessington South, Chessington North, Tolworth and Malden Manor is highly undesirable. MP Berry suggests that TfL should survey ultimate passenger destinations to see what proportion will have their journey disrupted by the removal of direct services to Waterloo.

Unlocking house building opportunities by improving connectivity to central London is one of the perceived benefits of Crossrail 2. With respect to Kingston Borough, this should not be seen as a pre cursor to excessive development beyond the house building required through the London Plan.

MP Berry agrees that the level crossings at Elm Road, Motspur Park station and Burlington Road are in need of improvement, and looks forward to seeing more detailed proposals for the level crossings so that he can consult with local residents and make more detailed submissions.

### **John Biggs, London Assembly Member**

John Biggs is generally supportive of the Crossrail 2 proposals but believes that an eastern spur would be preferable than linking to New Southgate. The Assembly Member supports and raises issues of connectivity at Dalston, Angel, Euston St Pancras, Tottenham Court Road, Victoria, King's Road Chelsea and Broxbourne, Cheshunt and Waltham Cross.

Mr Biggs is concerned whether a station at Clapham Junction will facilitate regeneration at or around the station.

### **Victoria Borwick, MP for Kensington**

MP Borwick is aware of the importance of improving transport infrastructure and knows this will be of great benefit to businesses, major employers and cultural, educational and medical institutions in Kensington and suggests there is a long list of supporters, including local businesses.

Enhancing Kensington and Chelsea's transport connections and linking to future major transport infrastructure will also safeguard the area's status as a world-leading cultural hub and location for pioneering medical and educational establishments.

She is in full support of the scheme knowing the great care and attention that was taken to preserve historic buildings in the Crossrail project.

**Councillor Campbell, Royal Hospital Ward, Royal Borough of Kensington and Chelsea**

Councillor Campbell strongly supports Crossrail 2, suggesting a new station at Chelsea would benefit commuters currently affected by overcrowding on the District and Circle lines, by reducing their overall travel time to and from Chelsea. It would also help ensure Chelsea remains a destination shopping area.

**Councillor Carter, Highgate Ward, London Borough of Haringey**

Councillor Carter supports the project overall and is in favour of the proposed route via Alexandra Palace and Turnpike Lane. Turnpike Lane is a major hub for many people in Muswell Hill and Crouch End, and Wood Green is already well-served by transport links. The Turnpike Lane/Alexandra Palace route would reduce pressure on Finsbury Park station and would also support the future of Alexandra Palace, by far the most important building in the Borough.

The long-term effect of the single-station option (Wood Green) would be that the derived benefits would be concentrated in one area. The Wood Green route option is favoured by Haringey Council to underpin their proposed redevelopment of the area. The sequence of the Council's proposed redevelopment, with the building of a Crossrail 2 station, would be problematic.

The Turnpike Lane – Alexandra Palace option would also avoid the necessity to have a ventilation shaft in Downhills Park.

**Councillor Chirico, Trinity Ward, London Borough of Merton**

Councillor Chirico states a number of concerns raised at a meeting with residents of Trinity Ward on the 7<sup>th</sup> January 2016. Residents are concerned about the two ventilation shafts that will be positioned in Wimbledon, and are outraged at the idea of any disruption to the town centre, and the effect of this on residents and local businesses for up to 10 years.

Residents would like a number of alternatives to be considered, including SWIRL 1 & 2.

**Councillor Critchard, Tooting Ward, London Borough of Wandsworth**

The many residents that Councillor Critchard has spoken with, and has had contact from, have all expressed strong support for the station to be located in Tooting Broadway. In contrast, residents in Balham seem mainly opposed to the station being in Balham. The Councillor therefore asks TfL to consider this carefully before making any decision.

**Councillors Dawson, Dodd and Johnson, Northcote Ward, London Borough of Wandsworth**

The Councillors support the original proposal for a station at Tooting Broadway, which they believe to have been based on strong and compelling transport, economic and regeneration grounds, and do not support the new proposal for a station at Balham. They state that the information given in response to specific questions has not given sufficient detail as to why the original proposal (for Tooting Broadway) is no longer feasible or viable.

The Councillors do not support the proposed location of the emergency and ventilation shaft at Wandsworth Common, associated with the Balham station option. They state that Bolingbroke Grove is a busy and at times congested B-road, and is therefore not acceptable as a location for a shaft. In addition, the Councillors state that the shaft's proposed location on

Wandsworth Common would have a negative impact on an important and significant area of open space, particularly as the shaft would be located in a central area of the Common.

The Councillors have concerns about congestion and disruption that would occur across a wide area during the construction phase of the shaft.

**Councillor Dean, Dundonald Ward, Wimbledon, and Conservative Assembly Member Candidate for Merton and Wandsworth**

Councillor Dean has made comments in relation to the proposals for Tooting Broadway/Balham stations, and the construction works at Wimbledon. It is noted that the Crossrail 2 scheme is a good addition to the transport network, and will have significant benefits, however there are a number of issues that need to be addressed at a local level.

Councillor Dean highlights the inefficiency of the network in 'zig-zagging' back and forth from Chelsea, to Balham, then back to Wimbledon, then to Raynes Park. In this respect, both in terms of cost and journey time savings, it is felt that Tooting Broadway would be a better station option. It is felt that any station at Wimbledon should be underground to prevent construction and operational impacts at the station at ground level.

The Councillor also suggests that the Hampton Court and Shepperton spur options should be removed, and kept under South West Trains operation, leading to cost savings which could be implemented elsewhere on the Crossrail 2 route.

**Andrew Dismore, London Assembly Member**

Mr Dismore has particular concerns about the proposals for Euston St. Pancras station and the impact on buildings either side of the site that has been earmarked by TfL for development. The demolition of these properties and the associated impacts of construction on neighbouring properties represent an unacceptable level of upheaval and disruption to the local community. A large proportion of this impact is unnecessary and could be avoided by re-locating the proposed Crossrail 2 station entrance to a site within Euston station.

Andrew supports the proposal to locate a station entrance and ticket hall within St. Pancras station and to link to Thameslink platforms, subject to due sensitivity in the detailed design to the heritage significance of the Grade 1 listed station building. He would also like to see consideration given to moving the proposed terminus from New Southgate to New Barnet.

**Flick Drummond, MP for Portsmouth South**

MP Drummond states that Crossrail 2 is an opportunity to clear the build-up of train services that clog up the entry to Waterloo Station. This would enable the possibility of extra services to be provided on the routes from Portsmouth which would alleviate overcrowding on the existing services.

**Councillors Ellis, Salier and Usher, Balham Ward, London Borough of Wandsworth**

The Councillors respond in particular regarding the proposed station change from Tooting Broadway to Balham and the consequent changes to the locations of ventilation shafts along the route. As Balham Councillors, they have serious concerns about building works which will be sited in the heart of the town centre, and the effect this will have on the local economy.

No cost benefit analysis has been seen for the two possible stations; therefore Crossrail 2 has not shown conclusively that a Tooting station is no longer feasible or viable. The Councillors

are also concerned about the proposed ventilation shaft being located on Wandsworth Common, and that little has been done to select alternative and more appropriate sites.

**Jane Ellison, MP for Battersea, Balham and Wandsworth**

MP Ellison reiterates her strong support for the principle of Crossrail 2 and the benefits it will bring to Wandsworth and across London. However, as a resident of Balham whose home is in the safeguarded area, she outlines personal concerns and views, as well as those raised by members of her constituency. She does not oppose either route option through Wandsworth, via Tooting or via Balham, as both address the problems with overcrowding on the Northern Line during the peak periods. However, MP Ellison feels that more should be done to look at the relative merits of the economic arguments for routes via Tooting and Balham before a decision is made.

With regard to the site for the Balham to Clapham Junction ventilation shaft, MP Ellison puts forward alternative sites suggested by her constituents and urges TfL to conduct an assessment of the impact of construction on Wandsworth Common and on local traffic conditions at this stage of the project.

With regard to the Westbridge Road ventilation shaft, MP Ellison notes that while this site is less contentious, constituents have raised concerns about the issue of increased traffic during construction in close proximity to local residents' homes and Westbridge Primary School, and again requests that TfL conduct an impact assessment for this site.

**Councillor Peter Fallart, Chase Ward, London Borough of Enfield**

The Councillor supports proposals for Crossrail 2 stations at Turnpike Lane and Alexandra Palace, as he does not believe a station at Wood Green would offer the same number of interchange opportunities. The Councillor also supports proposals for a Crossrail 2 station at Seven Sisters but notes that interchange and platform facilities at the existing station would need to be upgraded.

The Councillor supports the proposals for Crossrail 2 stations at Broxbourne, Cheshunt and Waltham Cross stations and believes four tracking is necessary between Enfield Lock and Tottenham Hale in order to accommodate fast and stopping services. Finally, the Councillor supports the removal of the level crossing at Enfield Lock but notes it should be replaced with a road bridge or underpass to prevent severance.

**Councillor Faulks, Campden Ward, Royal Borough of Kensington & Chelsea**

Councillor Faulks is hugely in favour of Crossrail 2 as there is currently a transportation black hole in the area.

**Robert Flint, Prospective London Assembly Candidate for Lambeth and Southwark**

Mr Flint would like to see Crossrail 2 route via Streatham, citing the positive impact it will have on economic regeneration and housing development. Mr Flint also states the positive impact a station at Streatham would have on alleviating the Northern line congestion.

**Councillors Gibbons, Osborn, Macdonald, Graveney Ward, London Borough of Wandsworth**

The Councillors state that the residents they have been in contact with have all expressed strong support for the station to be located in Tooting Broadway, in contrast to the residents of Balham who seem mainly opposed to the station being located there.

The Councillors believe a station at Tooting Broadway makes will improve transport links here once the new AFC Wimbledon stadium has been built, and that the Tooting option would have a positive impact upon St George's Hospital. A Crossrail 2 station at Tooting Broadway would ease pressure on the Northern line more so than at Balham.

Under the Tooting proposal a ventilation shaft would be located on a brownfield site - a car park, rather than an environmentally sensitive area on Wandsworth Common as proposed for Balham.

**Councillor Glanville on behalf of Councillors from Hoxton East & Shoreditch Ward, and Hoxton West Ward, London Borough of Hackney**

The Councillors state that while they recognise the need for improved transport infrastructure in London and Hackney specifically, these improvements should not be at the expense of important local infrastructure such as Shoreditch Park and the Britannia Leisure Centre.

The Councillors reiterate the London Borough of Hackney's response, and refer to specific and detailed points made in the Council's response.

The Councillors started a petition to oppose the use of Shoreditch Park as a construction site. They also support the Shoreditch Park Users Group opposition to the use of Shoreditch Park as a worksite. The Councillors oppose the use of sites C, D and E for the construction of Crossrail 2, and ask that any other sites which would have an impact on Shoreditch Park are ruled out.

**Justine Greening, MP for Putney, Roehampton & Southfields, London Borough of Wandsworth**

MP Greening suggests that adequate capacity is essential on all routes that her constituents use, particularly those into Waterloo from Putney, Wandsworth Town and Earlsfield stations. She would be very concerned at a potential reduction in provision at any of these stations as a result of Crossrail 2, when numbers of passengers are expected to continue to grow.

MP Greening welcomes the potential that Crossrail 2 will have to free up train services that come from destinations further out of London in Surrey and Hampshire and the positive impact that it will have on dispersal at Waterloo which can be very congested and slow at peak times. She would like to see the long term planning process look more broadly at serving unconnected commuter routes down the A3 South West rail corridor, particularly connectivity of communities such as Roehampton which is currently unserved by either tube or train.

**Hackney Green Party**

Hackney Green Party supports Crossrail 2. They believe it will improve public transport, and is part of the solution to reducing the carbon emissions and air pollution from car journeys in London. They do, however, have a number of concerns with the current proposals, as follows:

- Crossrail 2 could better serve north Hackney. The area between Dalston and Seven Sisters will not substantially benefit as the nearest stations are a bus ride away;
- Concerned about the impact on house prices and consequent social cleansing;
- Against the loss of Shoreditch Park in Hoxton and the Britannia Centre;
- Impact on the cultural and historical heritage of Dalston through the demolition of buildings e.g. Bradbury Street; and,
- Ensure surrounding road networks support walking and cycling and invest in public realm

They believe Crossrail 2 needs to listen to local communities and work with them to find solutions that work for all.

### **Hackney Liberal Democrats**

The Hackney Liberal Democrats support Crossrail 2 and hope that it can go ahead as soon as possible; however they are concerned about a continued elimination of benefits to Hackney as the scheme is developed.

The Hackney Liberal Democrats state that the absence of a station between Dalston and Seven Sisters is disappointing. They would like consideration given to a station at Stoke Newington. A station in Stoke Newington would, they believe, reduce traffic and bus congestion on the A10, especially between Dalston and Tottenham/Seven Sisters, and would provide Stoke Newington residents with a direct link to the west end for the first time.

The Hackney Liberal Democrats are concerned about the potential impacts on Ridley Road Market and Dalston town centre during construction of the proposed station at Dalston.

They ask that an option for a station at Essex Road is reinstated, as a station here would serve parts of Hackney and Islington which currently have poor transport connections and excessive car use.

### **Phillip Hammond, MP for Runnymede & Weybridge, Secretary of State for Foreign and Commonwealth Affairs**

MP Hammond offers no opinion on Crossrail 2 overall, but rather enquired whether there is likely to be a shaft access on the Chelsea Barracks site or at Ranelagh Gardens (between Victoria Station and King's Road Chelsea) and whether this also applies to temporary shaft access to facilitate the building stage of the project, as well as to a permanent shaft.

### **Stephen Hammond, MP for Wimbledon**

MP Hammond remains supportive of the principles of Crossrail 2 but is unsupportive of the current proposals due to the potential negative impacts of the Wimbledon proposals from social, environmental, economic and health perspectives. MP Hammond has further concerns about the uncertainty of land take in the Raynes Park vicinity and ask for tunnelled options between Wimbledon and Raynes Park, as well as other options for Wimbledon station, to be re-examined.

### **Councillors Hampton, Strickland and O'Broin, St Mary's Park Ward, London Borough of Wandsworth**

The Councillors state support for Crossrail 2 in principle, but outline concerns that need to be addressed before Surrey Lane Estate, the Westbridge Road shaft site, can be confirmed.

The Councillors state a number of concerns regarding the Westbridge Road shaft site, including concern over the congestion and disruption caused to residents during construction, and concern over damage to property. Further consideration should be given to alternative sites, for example in Chelsea West.

### **Greg Hands, MP for Chelsea and Fulham**

MP Hands considers Imperial Wharf to be the most feasible and desirable location for a station in Chelsea, as opposed to a station at King's Road. A station at Imperial Wharf is also

supported by a local campaign group. MP Hands encourages TfL to carry out a more detailed feasibility study on Imperial Wharf and King's Road Chelsea as quickly as possible.

#### **Haringey Liberal Democrat Council group**

The Haringey Liberal Democrat Group of Councillors supports the Crossrail 2 project in general. They believe it will greatly benefit the local area and residents, so long as safeguards are in place to minimise disruption from construction works.

The Liberal Democrat Group support the Turnpike Lane/Alexandra Palace route option as Alexandra Palace requires enhanced transport links given the large events that are frequently held there, and the plans to renovate the building and attract more visitors.

The Turnpike Lane area is in need of regeneration, which would be aided by Crossrail 2. Turnpike Lane Station also provides better interchanges than Wood Green for a number of reasons, including the bus station based there. Wood Green station is already frequently crowded, and in the Councillors' views, would struggle to deal with higher passenger numbers without a substantially bigger station. Turnpike Lane Station is comparatively less crowded.

The Councillors conducted an online survey of local residents, promoted via email, Twitter and Facebook. Around 150 local residents responded to the survey, and respondents were generally from areas within the Borough likely to be affected. The Turnpike Lane/Alexandra Palace option was overwhelmingly favoured by respondents.

#### **Councillor Hickman, The Dittons Ward, Elmbridge**

Councillor Hickman expresses concern about the proposals to end direct South West Train services to Waterloo from station between Hampton Court and Berrylands, and the associated congestion and increased journey times. He asks for this proposal not to be implemented.

#### **Meg Hillier, MP for Hackney South and Shoreditch**

MP Hillier states that large schemes like Crossrail 2 are essential to London's continued success due to rising congestion and population growth, and cites the role of Crossrail 2 in unlocking housing development and regeneration. She believes the whole country will benefit from Crossrail 2, through improved connectivity, supply chain jobs and apprenticeships.

MP Hillier raised issues of funding for Crossrail 2, and suggests that to maximise the benefits of the project and to reduce costs, the project should progress rapidly. She also suggests that funding should be expected to take a similar structure to that of Crossrail.

#### **Councillor Hug, Westbourne Ward, Westminster City Council**

Councillor Hug has concerns about the proposed plan to demolish the Curzon Cinema. He states that construction works would also create major long-term disruption to Greek Street and Frith Street in Soho. Councillor Hug hopes that as plans develop, a way can be found to protect the Curzon and minimise further disruption to Soho, both permanently and during the construction phase, given the damage already done by Crossrail.

#### **Councillor Jones, Canteloves Ward, London Borough of Camden**

Councillor Jones states that the level of upheaval and disruption that would be inflicted on the community on the eastern side of Eversholt Street due to the demolitions planned under the current proposal for a station at Euston St. Pancras would be unacceptable.

Councillor Jones states that he would be forced to withdraw his support for the project under these circumstances; however, he understands that the outlined proposals are a 'worst-case scenario' and he believes that there is significant scope for the plans to change before the final requirements of the scheme are established.

Councillor Jones supports the set-up of a Euston Station Strategic Redevelopment Board, as recently assured by the Secretary of State for Transport, which will oversee the integration of the delivery of Crossrail 2 with High Speed 2, the rebuild of Euston Mainline Station and over-site development in line with the Euston Area Plan.

#### **Sadiq Khan, MP for Tooting**

MP Khan states strong support for Crossrail 2 as a crucial addition to London's transport system, enhancing capacity along the south west London – central London – north east London corridor. However, the MP objects to routing away from Tooting Broadway in favour of Balham, and sets out his justification for this in his response. MP Khan feels that fewer benefits will be seen from routing via Balham, as Balham is already well connected to the London transport network, and Tooting Underground station is more congested than Balham. A station in Tooting would offer improved links to St Georges Hospital, and would negate the need for a ventilation shaft on Wandsworth Common.

#### **Kingston Borough Liberal Democrats**

The Kingston Borough Liberal Democrats welcome any proposed investment in Kingston rail, and the enhanced capacity and frequencies that Crossrail 2 would bring to the South West Main Line. However their welcome in principle to Crossrail 2 includes reservations about certain elements of the proposals. They would like to see more analysis or modelling of the likely impact on established commuter patterns. They are also very concerned that Surbiton's express trains to Waterloo will be negatively impacted as a result of the proposals.

#### **Councillor Laban, Town Ward, London Borough of Enfield**

Councillor Laban strongly supports Crossrail 2 and believes it will provide the catalyst for transformational change in the Upper Lee Valley, unlocking the potential for thousands of new homes and jobs. The proposed link to New Southgate is also supported.

The Councillor strongly favours the Alexandra Palace option. It will open up direct access to Crossrail 2 for Haringey, Enfield and Hertfordshire passengers by providing an interchange further to the north for suburban rail passengers. This will lead to crowding relief on the Piccadilly and Victoria Underground lines, reduce crowding at Finsbury Park station and offer alternative travel opportunities for those in Bounds Green and Wood Green.

#### **Jean Lambert MEP, Member of the European Parliament for the London Region**

MEP Lambert states Crossrail 2 has the potential to improve London's public transport, and be part of the solution to reducing the carbon emissions and air pollution from car journeys in London. To do this effectively Crossrail 2 needs to listen to local communities, work with them to find solutions that work for all, and adjust the specific proposals accordingly.

MEP Lambert notes Crossrail 2 has specified strategic goals of the project as supporting the UK economy and meeting transport and housing needs. MEP Lambert questions if Crossrail 2 is the right transport project to meet London's most pressing needs, noting London's most pressing problems and challenges are: providing genuinely affordable homes which meet the housing needs of London's residents; economic inequality; and, unaffordability and social

cleansing. The MEP is concerned that while Crossrail 2 may help deliver new infrastructure and related housing developments, this will not be affordable or appropriate to meeting actual housing needs in London.

MEP Lambert outlined her views on Land Tax Value, Route Options, Green Space, Accessibility and Environmental best practice and detailed responses to various station and shaft proposals.

### **Lambeth Liberal Democrats**

The Lambeth Liberal Democrats suggest that in light of the geological difficulties at Tooting, Crossrail 2 should be routed via Streatham rather than Balham which already has some of the best public transport links in South London. They cite lots of support from local residents, other political parties, a 16% increase in Streatham's population in the last five years as well as ongoing/proposed development work as reasons for it to be pursued. They feel that Streatham has been overlooked on a number of occasions for transport infrastructure improvements such as the Northern and Bakerloo line extensions.

### **David Lammy, MP for Tottenham**

While the project presents a huge opportunity to transform local infrastructure, businesses and community, MP Lammy has serious concerns regarding the proposed Wood Green station between Seven Sisters and New Southgate. The MP supports the Turnpike Lane option over the Wood Green option due to the protection of important green spaces, namely Downhills Park, sports facilities and surface level disruption. The proposal would provide a less disruptive route and the provision of more stations in these areas will alleviate congestion problems. Local shops and businesses would have a wider community benefit without the environmental damage to Downhills Park.

### **Councillor Largan, Sands End Ward, London Borough of Hammersmith and Fulham**

The Councillor for Sands End believes the new Crossrail 2 station between Clapham Junction and Victoria should be located further west and link in with the existing Overground station at Imperial Wharf. It has been shown that this option would create more jobs and be used by more commuters, and is a popular option with local residents.

### **Councillor Lufkin, Shacklewell Ward, London Borough of Hackney**

Councillor Lufkin is concerned about the disruption in Dalston and is opposed to the proposals to use Shoreditch Park for a ventilation shaft.

### **Councillor Mallett, West Green Ward, London Borough of Haringey**

Councillor Mallett supports the route option via Turnpike Lane and Alexandra Palace. A station at Turnpike Lane would contribute to the regeneration of the area around Turnpike Lane station, and a station at Alexandra Palace would improve access to Alexandra Palace venue – a venue which suffers from poor transport links at present.

The Councillor objects to the route option via Wood Green, because the Wood Green option includes a vent in Downhills Park, which is a 'Green Flag' park in the West Green ward. The Councillor is concerned that the vent would be a permanent structure in metropolitan land, and the Councillor would be in opposition to this.

### **Councillor Martin, Elengorn Ward, London Borough of Richmond upon Thames**

Councillor Martin welcomes the Crossrail 2 proposals. He does, however, query the proposal to reverse trains between Hampton Wick and Teddington, and suggests that Strawberry Hill is a better location to reverse trains. The proposals for sidings between Hampton Wick and Teddington would involve the destruction of trees, shrubs and greenery of some importance to wildlife.

### **Joanne McCartney, Enfield and Haringey Assembly Member**

Joanne McCartney strongly supports Crossrail 2. She highlights that the scheme would alleviate current overcrowding on public transport, as well as encouraging regeneration in Tottenham and supporting local economic growth.

Joanne McCartney expresses support for both the Turnpike Lane/Alexandra Palace and Wood Green route options. She notes that the Turnpike Lane option, with a further station entrance on Wood Green High Road, would still support the regeneration of Wood Green whilst also providing relief to Great Northern services at Alexandra Palace.

The Assembly member also notes the potential of the Broxbourne branch to give access to new opportunity areas outlined in the Mayor's 2020 vision document. This branch would also support wider regeneration in the Upper Lea Valley.

Ms McCartney strongly advises that whichever option is chosen, TfL should commit to improving transport options and infrastructure, particularly for the route that is not chosen for Crossrail 2. She states it is also of great importance that all Crossrail 2 stations are made fully accessible.

### **Councillors McDermot, Hart and Field, Nightingale Ward, London Borough of Wandsworth**

The Councillors state that a strong enough case has not been made for choosing Balham over Tooting for a Crossrail 2 station; a full cost benefit analysis must be carried out for both station options. They state a lack of detail provided for the Balham proposals, without which it is impossible to take a balanced view of the two cases.

The Councillors have serious concerns about the level of disruption that could occur in Balham town centre if this option is chosen, and in particular the knock on impact this will have on small businesses. Site access will be a problem given Balham is already a busy and congested area. The Crossrail 2 proposals would also detrimentally affect planned town centre improvements, which have recently received funding from the Mayor of London's Outer London Fund.

### **Siobhain McDonagh, MP for Mitcham and Morden, London Borough of Merton**

MP McDonagh does not support proposals for Crossrail 2 in Balham, arguing that a station at Tooting Broadway would be in the best interest of the residents of Mitcham and Morden. As such, MP McDonagh, along with a group of Colliers Wood councillors launched a petition in favour of a Tooting Broadway Crossrail 2 station.

She argues that an interchange located at Tooting Broadway would ease congestion on the Northern line due to overcrowding between Tooting Bec and Stockwell.

MP McDonagh suggests locating the station at Tooting Broadway would attract investment to the town centre and surroundings areas in Mitcham and Morden. As Balham has had

significant investment and regeneration in recent years she would like to see such opportunities spread across this area of southwest London.

#### **Merton Liberal Democrats**

Merton Liberal Democrats is against the significant and long lasting disruption to Wimbledon town centre, and request that the tunnel portals should be located so as to minimise impact on local residents. They also request assurances of how local improvements to stations will be managed in the interim period prior to approval of the scheme. They suggest that construction material should be moved as much as possible via the existing rail networks and not via local roads.

As part of a proposed rebuild of Raynes Park station a thorough rebuild of the station access, drop off, access from the north and south side of the station as well as cycle access and parking should be developed.

#### **Councillor Nicholls, Redcliffe Ward, Royal Borough of Kensington and Chelsea**

Councillor Nicholls states that he is strongly in favour of the proposals for Crossrail 2. He also expressed support for a Crossrail 2 station in Chelsea. The Councillor suggests that a better site for the station than the one currently proposed would be further down King's Road near Cremore Estate, as this is an area in need of regeneration. This proposed location would also improve accessibility for the residents of west Chelsea, Chelsea Harbour, Imperial Wharf, Fulham, and Earls Court.

#### **Councillor Nicholson, Hampton Ward, London Borough of Richmond upon Thames**

Councillor Nicholson suggests that the growing population is increasing demand for rail services and there is already congestion on the network. She is supportive of a Crossrail 2 station at Alexandra Palace, Euston St. Pancras, Tottenham Court Road, Victoria and Wimbledon.

Despite the fact the trains will not provide a direct service to Waterloo, Councillor Nicholson is in support of the proposals for Crossrail 2 stations between Hampton Court and Berrylands, and stations between Shepperton and Norbiton. The Councillor requests that timetables are coordinated in both directions so that the level crossing at Percy Road, Hampton doesn't have to be closed longer than is necessary.

#### **Steve O'Connell, London Assembly Member**

Mr O'Connell's commented on the proposals for stations between Epsom and Worcester Park. The Assembly member requested that Crossrail 2 should stop at Worcester Park.

#### **Caroline Pidgeon, London Assembly Member**

Caroline Pidgeon broadly supports the Crossrail 2 proposals and the commitment to step-free access at all stations. Where it is necessary for Crossrail 2 to develop listed or historic buildings, creative solutions should be found to keep the heritage impact to a minimum; this is of particular importance at places with high levels of construction, such as Wimbledon.

Crossrail 2 must improve on existing services, and therefore the frequency of train services with which stations on the route are currently served must be maintained or enhanced, including the non-stopping service from Surbiton to Waterloo.

Ms Pidgeon has concerns about the suitability of Hampton Wick as a terminus for some of the Crossrail 2 services on the Shepperton branch, and states support for Balham if it really is the only option, but is concerned over the proposed ventilation shaft at Wandsworth Common. She feels that a station at Streatham should be seriously considered as an option. Caroline is also in support of the Turnpike Lane/Alexandra Palace route, and supports the branch between Worcester Park and Epsom. Ms Pidgeon states that Teddington would be a better option as the terminus, or that the existing depot at Strawberry Hill is considered alternatively.

#### **Councillor Roberts, Hampton Ward, London Borough of Richmond upon Thames**

The Councillor comments specifically on the proposals for stations between Shepperton and Norbiton. He has concerns about the current length of time that the level crossing is closed for and says this will only get worse with improved rail frequencies. He suggests the building of a relief road between the A308 and Oldfield Road.

Councillor Roberts also requests increased commuter parking in Feltham and surrounding areas and suggests that the new services are not advertised as an alternative route into London to encourage more parking in Hampton.

#### **Councillor Rossi, Redcliffe Ward, Royal Borough of Kensington and Chelsea**

Councillor Rossi expresses support for a Crossrail 2 station in King's Road. She stated that the area is poorly served by public transport, and that the station would connect many more people to the rest of London. She also stated that it would help reduce congestion on King's Road and would help reduce pollution, and that in the future it would help to encourage jobs, businesses and development in the area.

#### **Joan Ryan, MP for Enfield North**

MP Ryan supports Crossrail 2, believing the project will play a vital role in the short, medium and long term public transport improvements to support the economic growth in her constituency.

The MP has concerns over the current housing crisis in London; she believes that if London is to continue to attract talented people that work in high-growth sectors to power the economy, more housing is required over the coming decades and, to be viable they'll need to be built around public transport networks.

She also addresses concern over severe congestion issues on the transport network. Major new infrastructure projects are required to provide a major capacity boost for her constituents travelling to and from London.

#### **Councillor Seedat, Streatham Wells Ward, London Borough of Lambeth**

Councillor Seedat states that a Crossrail 2 station at Streatham must be considered as a serious and viable alternative to the proposed route through the difficult terrain of Tooting and Balham.

He notes that Balham is already well served by public transport. A transport hub in Balham would not realise the same economic benefits as a station in Streatham, owing to Streatham's greater retail pull and key location on the congested A23 corridor.

The Councillor states that a Crossrail 2 interchange in Streatham would not only serve a largely underserved population with better metro transport but would allow the unlocking of further development that is currently stymied due to the lack of public transport links. The

regeneration in Croydon and North Lambeth means that Streatham is ideally located to take advantage of the economic growth.

#### **Councillor Smith, Town Ward, London Borough of Hammersmith & Fulham**

Councillor Smith, the Conservative Councillor for Town Ward, supports a Crossrail 2 station at Imperial Wharf. The Councillor opposes current plans for a Crossrail 2 station at the eastern end of the King's Road, in favour of a station at Imperial Wharf. The Councillor suggests by forming an interchange with London Overground (Willesden Junction – Clapham Junction), travel time for passengers would reduce and the interchange would relieve pressure on the Overground services and the District line. There is more potential compared with King's Road Chelsea for substantial investment and employment opportunities due to several major redevelopment sites around Imperial Wharf, poorly served in terms of transport links to central London.

#### **Councillor Snell, Dalston Ward, London Borough of Hackney**

Councillor Snell welcomes the proposals for Crossrail 2 on the basis that it will help to reduce pressure on existing rail lines and reduce vehicle traffic through Dalston. However, he states that he feels the current proposals will cause unnecessary damage to Dalston's local heritage, businesses and residents.

The Councillor hopes that all buildings of historic merit on Kingsland Road can be protected. He would like for the existing retail properties on both sides of Kingsland Road to be retained given their importance to the overall streetscape. He states that the entrance to Dalston station would be better positioned within the proposed redevelopment of the Kingsland Shopping Centre to the east of Kingsland High Street, in order to protect the character of areas adjacent to the proposed new station site.

Councillor Snell opposes the current location of site C because of the importance of this location to the Ridley Road market, as well as the potentially negative impact that this site would have on Colvestone Crescent Primary School and 74-76 Kingsland High Street, a locally listed building.

The Councillor reports that residents within the area are already concerned about the negative impacts of construction traffic associated with Crossrail 2 and asks that the construction routes are checked for their suitability in advance of use.

#### **Councillor Stokes, Earlsfield Ward, London Borough of Wandsworth**

Councillor Stokes writes to share the concerns of her residents over the proposed reduction in train services through Earlsfield station. Earlsfield is seeing increased passenger demand, with crowding already being seen at peak hours. Given the crowding problems commuters already face, the proposal to reduce services further goes against growing demand.

The Councillor requests further information on the assumptions used to inform this proposal. She would also like the transport impact assessment for the original Tooting option to be made publically available so that the Tooting and Balham options can be appraised fully.

#### **Councillor Thomson, Stoke Newington Ward, London Borough of Hackney**

Councillor Thomson is broadly in support of the Crossrail 2 proposals but feels it is a missed opportunity not including a station in Stoke Newington. Regarding proposals for a shaft at Stamford Hill, the loss of the Morrison's supermarket would be a loss to many local residents

as this is the largest supermarket to Stoke Newington. The Councillor is also concerned about the impact of the construction site, being in such close proximity to residential properties. She requests further detail on how impacts would be mitigated, including heavy vehicle movements etc.

Councillor Thomson welcomes future community engagement from the Crossrail 2 team regarding the longer term land use of the proposed Stamford Hill shaft worksite.

#### **Streatham Conservative Association**

The Streatham Conservative Association feel Crossrail 2 should include a station at Streatham as well as, or instead of, that proposed for Balham. The Association feel current proposals do not take account of the fact that Streatham was last assessed as a possible Crossrail 2 station six years ago, since when footfall has increased by 43% at Streatham station. The Streatham Conservative Association believes there are significant opportunities for economic regeneration in the area around Streatham station that could be realised with much less disruption than other proposed stations.

#### **Councillor Treppass, Streatham Wells Ward, London Borough of Lambeth**

Councillor Treppass asks, on behalf of Streatham Wells Councillors, that a Crossrail 2 station is considered for Streatham instead of Balham. Many passengers travel from Streatham Common, Streatham Hill and other stations down the line to Balham so that they can interchange with the Northern line. Having a Crossrail 2 station at Streatham would remove the need to make the journey to Balham.

A station at Streatham would also alleviate demand for the Victoria line at Brixton, with associated benefits on the A23 through the reduction in bus numbers and reduced pollution. A Crossrail 2 station at Streatham would mean that a greater geographical area is served than would be if the station were to be located at Balham.

#### **Chuka Umunna, MP for Streatham**

MP Umunna, speaking on behalf of his constituents in Streatham, suggests that Streatham station should be included within the scope of Crossrail 2. Streatham is currently ineffectively served by public transport compared to other south London areas of comparable population.

He cites both the population of Streatham and the footfall at the three stations having grown considerably since the route was last prioritised as reasons for reconsidering the route. He also feels there is further capacity for economic regeneration on top of current local improvements taking place.

#### **Timothy Verity, Committee Member of Balham Conservatives**

Mr Verity is supportive of Crossrail 2, but feels Tooting Broadway is much better situated than Balham for a Crossrail 2 station. A station at Tooting would give a wider population access to the Overground and would improve links to St George's Hospital – a centre of excellence.

Mr Verity is concerned about the impact of construction on Tooting Broadway and the loss of Waitrose in Balham.

#### **Councillor Walker, Figge's Marsh Ward, London Borough of Merton**

Councillor Walker is very concerned about the proposals for Wimbledon town centre and the impacts on the wider local economy. He also has concerns over the validity of the cost

estimates for tunnelling under the town as they have varied greatly in a very short space of time.

#### **Dan Watkins, prospective Parliamentary Candidate for Tooting**

Dan Watkins supports Crossrail 2 and is keen in principle that the project goes ahead. He states that Crossrail 2 will be essential to relieve pressure on the Northern line in Wandsworth.

A survey with local residents on the subject of the best location for a Crossrail 2 station – Tooting Broadway or Balham, with 3,000 responses has been undertaken and the results were presented to Crossrail 2. 83% of residents who responded to the survey asked TfL to retain the proposed station at Tooting Broadway, rather than Balham.

Respondents recognised the extra difficulty, cost and time required to build a station at Tooting Broadway instead of Balham, but felt strongly that a detailed geological survey for Balham, and a detailed plan for how Tooting Broadway could be built despite the difficulties, should be prepared before TfL reaches a conclusion on the best location.

Dan Watkins states that the proposal for a shaft at the eastern edge of Wandsworth Common is extremely unpopular and that this is a disadvantage of the option via Balham instead of Tooting Broadway, as a route via Tooting Broadway would not require a shaft on Wandsworth Common.

He asks that the shaft proposed within the Springfield development, between Wimbledon and Balham, is located sensitively with regards to the new Springfield Park. He also states that the land at this location slopes considerably, and that water-logging can occur as a result, so suggests that this location is perhaps less suitable for the shaft.

#### **Councillor Wilcox, Streatham South Ward, London Borough of Lambeth**

Councillor Wilcox feels a station in Streatham should be included instead of Balham, with a reinstated station at Tooting Broadway to provide a Northern Line connection. Councillor Wilcox feels Streatham provides better opportunities for regeneration and new homes.

#### **Councillor Williams, Churchill Ward, City of Westminster Council**

Councillor Williams responded to the consultation by attaching a consultation response from the residents of Semley House, located above Victoria Coach Station. The Councillor was concerned to hear that the residents had not been informed of the consultation or invited to submit comments.

The residents of Semley House also submitted their response to the consultation, a summary of this can be seen in the *Residents and Community Groups* section of the stakeholder summaries.

#### **Councillor Williams, Redcliffe Ward, Royal Borough of Kensington and Chelsea**

Councillor Williams believes that a Crossrail 2 station at King's Road Chelsea will vastly improve travel times to central London and farther afield, bringing real benefits to Chelsea and adjoining areas.

## **Business Groups**

### **British Library**

British Library supports the overall aims of Crossrail 2, but has very serious concerns about the Crossrail 2 route proposals, as they believe that the current plans would severely disrupt both the operations and the development of the Library, and the provision of a permanent site for the Alan Turing Institute.

The Library is significantly and materially affected by the proposed Crossrail 2 route, as the safeguarded area covers a large portion of its freehold St Pancras estate, including both existing buildings and land which is subject to current and future development.

### **The British Museum**

The British Museum note that the scheme is at very early stages of development and that proposals will change. The British Museum would at this stage like to register and note that their contents and property will require specific consideration/mitigation against impact for construction induced vibration. They would wish to ensure that this will be taken into consideration/priority as the proposals develop. This will be in addition to the general environmental impacts which Crossrail 2 is considering.

### **Builder Depot Limited**

Builder Depot Limited strongly objects to the current proposals as they would result in their New Southgate site being acquired. As a central hub site, this acquisition would be catastrophic for the Builder Depot business.

The owner highlights the number of people employed at the business and the negative impact that the Crossrail 2 proposals would have on local employment and supply chain. Among specific objections, Builder Depot considers that Crossrail 2 consultations carried out to date are flawed and that TfL has failed to properly consider other options.

Builder Depot puts forward a proposal for an alternative Crossrail 2 scheme at New Southgate.

### **Camden Town Unlimited (CTU)**

CTU is fully supportive of the overall proposals for Crossrail 2 due to the positive impact they will have on London's businesses. CTU supports Crossrail 2's proposals for Euston St Pancras, however it believes that the station's layout could be improved to enhance transport congestion and support business growth in the surrounding area. In addition to the planned entrance at site A on Grafton Place, CTU believes that a tunnelled walkway connecting Mornington Crescent Underground station would improve access to the Camden Town area and relieve congestion on the Northern Line.

CTU encourages Crossrail 2, Network Rail and HS2 Ltd to plan their respective Euston developments together so that construction is synchronised and disruption is minimised.

### **Canary Wharf Group**

Canary Wharf Group (CWG) supports the scheme in principle but also believes that the benefits can be enhanced by considering various courses of action. These include extending Crossrail 2 services to Stansted Airport, relocating the southern tunnel portal nearer Clapham Junction and providing a branch from Euston St. Pancras to Shenfield via East London, thereby

taking over the Crossrail 1 branch. The latter suggestion would mean that Crossrail 1 could focus more trains on the Abbey Wood branch (via Canary Wharf) as well as potential for a new Crossrail 1 branch east of Custom House (taking over some or all of the c2c services).

In addition, the Group argues that interchanges must be both efficient and capacious in order to handle anticipated passenger flows, particularly at Tottenham Court Road where the two Crossrail lines meet. Above all, CWG believe that Crossrail 2 would benefit London Underground users by reducing waiting times during the morning peak (e.g. boarding the Jubilee Line at London Bridge) and providing network resilience.

### **Curzon Cinemas**

The Curzon Cinemas state that the site has both architectural, arts and cultural value. In terms of architectural value, within the Survey of London: Volumes 33 and 34 originally published by the London County Council in 1966 notes “the simple geometry and spare elegance of Wingate House provide a refreshing contrast to the fussy mediocrity of most of the buildings in Shaftesbury Avenue.”

The arts and cultural value of the ‘Curzon Site’ is highlighted through the independently convened ‘Save the Curzon Soho’ campaign and is protected by Policy S22 within Westminster City Council’s City Plan which states that “Existing tourist attractions and arts and cultural uses will be protected.”

They state that value of the Curzon site has been significantly underestimated and full and detailed consideration should be given before proceeding with this proposal to utilise the “Curzon Site” as a worksite.

### **Dorking Chamber of Commerce, and The WOW Gallery**

Dorking Chamber of Commerce, and The WOW Gallery supports Crossrail 2, and suggests that it would be a real asset and benefit to Dorking if Crossrail 2 was to be extended to Dorking and not stop at Epsom. They argue that the extension would provide a better service to a larger population as the Dorking Mainline station serves both Waterloo and Victoria, with simple links to London Bridge and Dorking Deepdene station taking trains across country that link Gatwick, Guildford & on to Reading.

### **Hampshire Chamber of Commerce**

Hampshire Chamber of Commerce strongly supports Crossrail 2 as a means to drive growth through better connectivity. Crossrail 2 has potential to bring much needed additional capacity to the South West Main Line service, which would benefit the cities of Winchester, Southampton and Portsmouth. Reductions in crowding and improved journey times would be welcomed by the business community in Hampshire, but only provided the same number of services and frequencies are maintained to and from London.

### **Heart of the South West Local Enterprise Partnership**

The Enterprise Partnership support the principle of Crossrail 2 as it will improve connectivity from the Heart of the South West by linking the South West Main Line with central and north London, and routes northwards to Hertfordshire, Cambridge and Stansted. It will release capacity at London Waterloo, and its construction is predicted to give rise to significant supply chain expenditure with companies in the South West.

### **Federation of Small Businesses**

Federation of Small Businesses supports the north-south construction of Crossrail 2 and consider it a vital piece of infrastructure.

The Federation does, however, expect there to be fair, equitable and appropriate packages offered at the outset to micro and small businesses facing trading difficulties or closure due to the progress of the Crossrail 2 project. They request that reasonable assistance and support is given to businesses, to ensure the sustainability of existing businesses affected by the development of Crossrail 2.

### **Fordstam Ltd / Chelsea FC**

The Club are supportive of Crossrail 2 in principle, and it will help deliver a greater number of supporters to the Stadium efficiently and safely, thus resulting in a renewed enthusiasm and support for the Club.

The Club are opposed to a possible alternative intermediate station at Fulham Broadway. A station here would cause significant disruption to match day operations during construction, and the increased passenger demand at Fulham Broadway would lead to the requirement of additional crowd management measures.

The club considers a Crossrail 2 station further from the Stadium to be more suited on match days, similar to stations such as West Brompton and Earl's Court, as the distance of the station from the Stadium helps to disperse the passenger demand before, and in particular, after the match. A station distanced from the Stadium will therefore alleviate pressure on the station infrastructure and also reduce demand at Fulham Broadway which currently experiences a significant match day spectator demand.

### **Heathrow Airport**

Heathrow Airport welcome Crossrail 2, as it offers improved rail connections to Heathrow, particularly the connection at Tottenham Court Road, providing direct services to the Airport. They also support the additional capacity through London and the potential opportunity to relieve pressure on the Piccadilly Line. They see the potential to integrate services with Southern Rail at Clapham Junction as a key interchange station for Heathrow passengers from south west London and Surrey. They propose that the services and key interchanges should provide appropriate facilities which are easy and convenient for passengers including: step free access; minimal level changes; short walking distances; and, clear wayfinding.

### **Leatherhead & District Chamber of Commerce**

Leatherhead & District Chamber of Commerce supports Crossrail 2, and request that the scheme extends to Leatherhead. An extension to Leatherhead would take Crossrail 2 just over the M25 motorway which would tie in the entire travel network for the South East rather than leave a gap between Epsom and Leatherhead. Also, the area has many large companies situated here and the extension would provide a much better service for working commuters to travel to and from the area.

### **London Chamber of Commerce and Industry**

London Chamber of Commerce and Industry supports Crossrail 2 as the proposal would help address the housing crisis and transport capacity issues currently impacted by the capital's increasing population and levels of employment. Crossrail 2 is essential for overall efforts to

reach housing targets by unlocking the development of tens of thousands of new houses by improving transport connectivity in currently poorly connected areas.

### **London Stansted Airport**

Stansted Airport supports Crossrail 2, as the improved rail connectivity to London and Cambridge will be critical to enable the airport to meet future demand for increased air travel capacity. Stansted supports the need for a major programme of enhancements on the West Anglia Main Line (WAML) between London, Stansted and Cambridge that spans the short, medium and long term.

Stansted Airport believe Crossrail 2 will help to grow the airports catchment by improving travel times to south west London, Surrey and beyond, thus taking pressure off Heathrow and Gatwick airports which are already operating at full capacity. It will also free up space on the congested mainline into London Liverpool Street and will maximise the growth potential in the economic corridor.

Stansted recognise that one of the key benefits Crossrail 2 will help to deliver for Stansted and major businesses along the economic corridor is improved labour market mobility and access to a larger talented workforce.

### **London Stansted Cambridge Consortium**

London Stansted Cambridge Consortium supports Crossrail 2 and the significant impact this will have on the accessibility and connectivity of the region. The Consortium believe Crossrail 2 is vital for the continued economic growth of the region. They look for four-tracking north of Tottenham Hale in Control Period 6 as an early precursor to Crossrail 2.

### **Love Wimbledon BID**

Love Wimbledon BID supports Crossrail 2 at Wimbledon, but highlights the importance of minimising disruption during construction in order to ensure the accessibility of the town centre. They want to ensure the town centre retains its vibrancy and congenial environment, and stays accessible during construction. Disruption must be minimised so that it continues to be a place of choice to own or run a business and it continues to remain an attractive option for employees, residents and visitors.

Love Wimbledon state a number of points that must be considered in the Crossrail 2 proposal. This includes:

- Revisiting tunnelling proposals – they would like to see more than the current one option proposed;
- A clear and well communicated planning process including impact assessments;
- Minimising construction impacts on the community and the protection of listed buildings and buildings of architectural significance; and,
- Providing a vision for the future of the town centre – focus on the redevelopment of commercial space, and provide high quality and well-designed construction materials and finishes.

### **The Mall, Wood Green**

The Mall, Wood Green fully supports Crossrail 2 on the basis that Crossrail 2 will: open up the Lea Valley for housing development; relieve pressure on the Piccadilly and Victoria Lines; and,

with additional investment on the Stansted rail corridor (the West Anglia Main Line), will make Stansted Airport more attractive to a wider customer base.

The route via Wood Green is supported, instead of that via Turnpike Lane and Alexandra Palace. A Crossrail 2 station at Wood Green would form the heart of the area, and would have sufficient space to be able to cope with anticipated passenger numbers. It is stated that a station at Wood Green would be more cost effective (than those at Turnpike Lane and Alexandra Palace), and would encourage redevelopment in the area around the station.

It is stated that few passengers use the existing station at Alexandra Palace and this, along with the suggestion that a link with the Great Northern line is no longer required at Alexandra Palace, makes it difficult to justify a Crossrail 2 station at this location.

#### **Merlin Attractions Operation Ltd**

Merlin Attractions Operation Ltd strongly supports the proposed Crossrail 2 branch between Malden Manor and Chessington South. Currently, the limited train service from Chessington South can be a deterrent to those wishing to travel by public transport to the Chessington World of Adventures Resort (CWoAR).

Merlin Attractions Operation Ltd would encourage a further Crossrail 2 connection that extends south to Malden Rushett, towards Leatherhead along the existing disused railway embankment. This would enhance general accessibility for the local area, and if any new stations along this line were in closer proximity to the CWoAR site, would further encourage visitors to CWoAR to travel by public transport.

#### **Merton Chamber of Commerce Ltd**

Merton Chamber of Commerce Ltd states that Crossrail 2 will benefit Wimbledon, but they address the key concerns from the Merton business community highlighted through consultation with their 7,500 member businesses. 98 businesses responded to a consultation survey produced by the Chamber of Commerce, and key results showed:

- 75% of respondents were concerned about the impact on their local town centre;
- 71% of respondents were concerned about the impact on traffic and congestion; and,
- 52% of respondents were concerned about the closing of shops.

Merton Chamber of Commerce believes that Crossrail 2 will have a positive economic impact in the London Borough of Merton in the long term, but they highlight key considerations from now until its completion that are fundamental to the implementation of Crossrail 2 and the long term economic success of Merton Borough.

#### **Metro Bank (King's Road)**

Metro Bank fully supports the principle of Crossrail 2. The Bank argues that it is imperative that construction impacts are well managed, including noise, dust, vibration and vehicle movements, as well as any potential disruption to vehicle and pedestrian access. The bank request ongoing engagement with Crossrail 2.

#### **Midtown Business Improvement District**

The Business Improvement District (BID) welcomes the Crossrail 2 proposals and the additional rail capacity it will deliver, supporting economic growth in the Bloomsbury and Holborn areas. The BID supports the proposals for a Crossrail 2 station at Tottenham Court Road.

### **M3 Local Enterprise Partnership**

M3 Local Enterprise Partnership supports Crossrail 2 as a means of providing further capacity on all routes in to Waterloo over the long term. They support the rationale that new Crossrail 2 infrastructure would be used by a proportion of suburban services, freeing up some capacity on the existing slow lines that could be used instead by either outer suburban or South West Main Line services.

In terms of utilisation of the additional capacity provided by Crossrail 2, it is important that a balance is struck between the provision of additional long distance trains, operating beyond Guildford and Basingstoke and an increase in more local sub-regional services to locations between London and Woking/Guildford. This additional capacity should be focussed where it can support development growth potential. There is a number of major new housing and business sites under consideration in the area, with some already identified within Local Plans, whilst others are in much earlier stages of development.

M3 Local Enterprise Partnership support the conclusions from work recently undertaken by Surrey County Council considering the case for extending Crossrail 2 services along the South West Main Line as far as Woking. They do, however, acknowledge that operational aspects of this route require further investigation and in particular that any extension does not undermine the potential benefits that can be brought to the longer distance services that operate along this corridor, in terms of travel time and capacity.

M3 Local Enterprise Partnership support connecting Crossrail 2 to Hampton Court and support the proposed provision of a more frequent four trains per hour into central London, despite the removal of the direct connection to London Waterloo.

### **National Grid and Legal and General**

Montagu-Evans responded on behalf of National Grid and Legal and General, stating that both clients would like to confirm general support for the Crossrail 2 project. They commented on the project enhancing connectivity between New Southgate and central London, and assisting regeneration aspirations in the area.

Regarding the proposals for New Southgate, they commented that the safeguarded area for Site C is not optimal and that the uses for this site could be easily accommodated within Site F, benefitting redevelopment aspirations and avoiding disruption to two major retailers.

### **Novello Theatre, Delfont Mackintosh Theatres Ltd**

Delfont Mackintosh Theatres (DMT) are extremely supportive of the Crossrail 2 scheme and appreciate the long term benefits the scheme will have on its patrons and workforce, along with wider positive impacts on 'Theatreland' and the rest of London. The company does, however, have some concerns and reservations about the protection of its buildings, of which most are listed and of historical significance. DMT would welcome the opportunity to discuss the impacts of underground works on its buildings and provide input into the plans at an early stage of design development.

### **O&H Properties**

O&H Properties supports the principle of a Crossrail 2 station at King's Road Chelsea, noting the potential economic and social benefits both to businesses and the local community. O&H Properties also acknowledges that Crossrail 2 would improve transport connectivity, boost employment and secure the area's status as an iconic and vibrant area of London.

### **Ridley Road Market Traders Association**

The Ridley Market Traders Association state that any works, either during preparation, construction or permanent structure must not affect the operational running and layout of the market. Of particular concern are sites B, C and D of the Dalston proposals. The Traders state that ease of access must be maintained to the market for both traders and the public.

### **Royal Bank of Scotland, Regents House, 40 Islington High Street**

Regents House is proposed to be acquired and demolished by TfL for Crossrail 2 at Angel. RBS is planning to undertake a significant level of investment in the building. Part of the investment will see an area made available for an organisation who work with start-up companies by providing serviced accommodation and operational, technical and intellectual assistance.

### **The Royal Commission for the Exhibition**

The Royal Commission for the Exhibition of 1851 strongly supports the proposal for a Crossrail 2 station at King's Road Chelsea. The group highlights that its location, close to the proposed station, would provide a valuable new commuting route as well as an alternative for visitors who currently have to cope with congestion on existing public transport.

### **South London Partnership**

South London Partnership fully supports Crossrail 2 and believes that it is essential to enable sub-regional centres in south London to compete effectively in terms of attracting new businesses, employment growth and increased retail trips. The Partnership wants to ensure that the Crossrail 2 project is wholly funded to deliver all four branch routes from the outset, as they believe that the passengers from south of Wimbledon on Crossrail 2 will expand into a significant market and enhance the business case for the whole scheme.

South London Partnership support Crossrail 2 in the Euston area providing access to Euston, St Pancras and Kings Cross stations without the need for more than one stop. They also support Crossrail 2 at Tottenham Court Road, Victoria, Clapham Junction, and the south west branches to Epsom, Chessington South, Hampton Court and Shepperton. Whilst in support of a station at King's Road Chelsea, they suggest that the station should be located at the junction with Sydney Street rather than on the site of Chelsea Fire Station and Dovehouse Green as previously mooted.

The Partnership does not support Crossrail 2 at Balham, suggesting a station at Tooting Broadway should instead be considered. Although in support of a Crossrail 2 station in Wimbledon, they have concerns regarding the removal of London Trams services from within the station, and the extent of the physical works needed to facilitate the station.

### **Surrey Chambers of Commerce**

Surrey Chambers of Commerce supports Crossrail 2, but they are concerned about the proposal to terminate Crossrail 2 services at Epsom. They would like to extend the Crossrail 2 services to Ashted, Leatherhead and Dorking in Mole Valley, as this is an area that lacks good train links, and extending the service would have a very positive effect on the local businesses and residents.

### **Ticketmaster**

Ticketmaster currently operates its international head office from Pentonville Road, N1. As a stakeholder who will be affected by the Crossrail 2 proposals, they support the Crossrail 2 plans in their present form, particularly in relation to the inclusion of sites at White Lion Street and Islington High Street.

Ticketmaster consider that the development of Crossrail 2 in line with present plans will bring further business to the area, encouraging local business growth and increasing job opportunities in Islington.

### **Travelodge Hotels Ltd**

Travelodge Hotels Ltd is concerned to see that one of their hotels has been safeguarded as part of the Euston station proposals. They have received no notification of this, and request a detailed explanation as to why the safeguarding has been moved, which other sites have been considered and why this site was chosen.

Travelodge Hotels Ltd would like to engage with Crossrail 2 should this site be proven as the optimal location for a station, and would like to explore the potential for a collaboration agreement enabling re-entry and potential for development of a new hotel above the proposed new station.

### **The Victoria Business Improvement District (BID)**

The Victoria BID made comments regarding the Crossrail 2 proposals at Victoria. Amongst their specific comments they reference build requirements, and question certain elements of the proposals, both during construction and after completion. A couple of points are highlighted below:

- Demolition and construction – the BID would like to see further information regarding the four proposed worksites, including timelines, size of the worksites, hoardings and signage;
- The completed development – request that the design and public enhancements as part of the scheme will form part of future consultations.

### **Waitrose Limited**

The latest Crossrail 2 proposals envisage acquisition of the Waitrose store on Balham High Road, which is highly valued by local residents and businesses alike. Waitrose states they provide a car parking facility which is used by visitors to the high street and the adjacent library and is therefore of benefit to other local traders and the public.

Waitrose is unaware of any viable alternative and comparable sites which would be suitable for relocation and which would be deliverable within the relevant timescales. They suggest that the original preferred option of Tooting Broadway should be reconsidered regarding viability in the circumstances.

### **The Wellcome Trust, The Royal College of General Practitioners, Britain Yearly Meeting of the Religious Society of Friends (Quakers), The Royal College of Ophthalmologists, The Magic Circle, The Wesley (Methodist International Centre), The Royal Asiatic Society**

The Charities each have headquarters in close proximity to Euston Station. They support the principle of improved transportation links into and around the Euston area, and of high quality, sustainable and well-designed development taking place within it.

The Charities are concerned about not only the Crossrail 2 proposals, but also the current HS2 proposals at Euston and as yet unrevealed proposals for over-site development at Euston Station. The Charities' response states specific concerns in relation to the Crossrail 2 proposals, including issues with design, construction, interfaces between other large developments e.g. HS2, and disruption to their daily operations.

## Resident and Community Groups

### The Angel Association

The Angel Association welcomes the proposals for Crossrail 2, however, care should be taken to enhance town centres and respect the character of the areas, supporting local landmarks, and designing stations so that people flows within the town centres are improved.

With regards to the shaft at Shoreditch Park, the exact size and location of the shaft and construction period must be decided through further consultation with local residents.

The current proposal to construct Angel station using the Royal Bank of Scotland building site is welcomed. Construction logistics are challenging in Angel town centre and more details are required about how construction would be managed. The Association also request further information on some of the finer details of the proposals, for example station entrance/exit locations, escape shafts, and the future of certain roads such as Torrens Street, post construction.

### The Balham Partnership

Whilst the Balham Partnership is very supportive of the overall Crossrail 2 project coming to the Borough of Wandsworth, they want to ensure a good result for businesses, visitors and local residents. They ask to mitigate the impact of the project as far as possible and to consult fully with local groups and partnerships.

The Partnership was disappointed that the consultation did not include Tooting as an option. They suggest another consultation be called which includes an option for Tooting as they are unconvinced by the economic data and engineering ground surveys conducted by TfL. The Partnership request key information which prompted the change towards Balham is released as Tooting is designated as an area for growth intensification.

The Partnership states that current public transport connectivity is better at Balham than Tooting Broadway and therefore would benefit more from improved transport links. They believe there is a far stronger economic regeneration argument for Tooting, if Crossrail 2 goes to Balham they highlight significant risk of environmental issues for residents, visitors and businesses and loss of local heritage. There needs to be appropriate local representation of town centre plans and strategies in all development stages and support for existing businesses negatively affected by potential Crossrail 2 construction.

### Balham Society

Whilst a small number of the Balham Society members are in favour of a Crossrail 2 station at Balham, the majority of members are against this proposal. Those who are in support of a station at Balham are so because of the improved journey times and links to central London.

Those that are against the proposals state that the eventual gain of having Crossrail 2 in Balham is minimal, and members are sceptical that it will alleviate crowding on the Northern line. If the Balham proposal does go ahead, then a significant proportion of the £500 million saving should be earmarked to support and safeguard Balham town centre and its businesses during the construction works.

Whilst Wandsworth Common is outside of the Society's area, they oppose a shaft being built here as it will result in loss of Metropolitan Open Space and would be visually intrusive.

### **The Battersea Society**

The Safeguarding Direction for the Chelsea-Hackney line designated a strip of land extending under the River Thames and into Battersea Park. The Battersea Society is opposed to the destruction of this strip of land as it is an open space of great historic interest and intensively used for a wide variety of activities.

Battersea Society believes that a master plan is needed to cover all aspects of Clapham Junction as a major transport interchange. This should include the proposals for a new station entrance on Grant Road.

The Battersea Society widely welcomed the original proposal for a Crossrail 2 station at Tooting Broadway. It would greatly improve connectivity between the northern part of the borough and Tooting and make St George's Hospital more accessible. It would also boost regeneration in Tooting.

### **Battle Area Residential Association**

Along with traffic disruption, the Battle Area Residential Association is concerned about the threat of Crossrail 2 on local businesses, residential properties and local assets in and around Wimbledon town centre, demolition of the Centre Court shopping centre, the Dundonald area and the Weir Road industrial area.

It highlights the associated economic cost of the current Crossrail 2 proposals in Wimbledon, such as local job losses and reduction in business rate income, which they outline is useful to maintain the high standard of services and investment in Wimbledon.

The Association insists that existing heritage architecture in Wimbledon should be preserved, and stress the need for alternative proposals that do not involve such large scale demolition and are sensitive to local needs to be examined, such as the Swirl Plan and the Swirl Max Plan. Alternatively, they point out that unused tracks and lands to the south east of Centre Court and north east of the current station would provide an option for a Crossrail 2 station.

Furthermore, the Battle Area Residential Association suggests that suitable proposal(s) should be formulated along with the Merton Council Master Plan for the future of Wimbledon taking into account the views of residents and businesses.

### **Belgravia Court Tenants Association**

The Tenants Association state that all engineering work must be carried out to a standard that precludes vibrations and noise, and that noisy work should not exceed two hours without at least two hours quiet period to follow, during working hours of 08:00 and 18:30 Monday to Friday. Sound deadening hoarding must be erected before any works begin.

The Association request a full structural and condition survey of their building to be paid for by TfL and Network Rail, as well as taking on responsibility for any damage caused to the building.

Access from Ebury Street to Eccleston Place must remain open for residents throughout the building works. The Association are against the proposed station entrance on Ebury Street, they request the removal of the staircase joining the flank wall of the Belgravia Court building to Ebury Gate, should the scheme progress.

The Association are against the reinstatement of Victoria Coach Station after construction, and support the removal of the coach station and all its functions permanently from its current location.

### **Belgravia Neighbourhood Forum**

The Forum favour the construction of Crossrail 2 but have reservations about the scheme as currently put forward, and believe the plans for Victoria station require considerable revision in order to protect Belgravia.

The Forum's main concern is the proposed location for the platforms and the consequential need for the acquisition and demolition of Belgrave House; they do not feel that a case has been made on either cost or environmental grounds. Construction here will have an adverse effect on the area, and a long term effect in terms of the location of the station entrance at point A. They propose, instead, an entrance on Buckingham Palace Road.

The Forum are concerned about the impact on St Peters Church of England Primary School, and about the wider traffic issues that will arise across Belgravia during construction. They also highlight other more specific concerns regarding pedestrians, taxi services, noise and pollution.

### **Belgravia Society**

The Belgravia Society recognises the importance to London of the Crossrail 2 scheme and supports the proposal in principle; however, they do not support a number of features of the proposals which would change the character of Belgravia. Site A is noted as an inappropriate location to place a station entrance as it would significantly change the nature of the area by attracting pedestrians who would otherwise not be there. A suggestion for Grosvenor Place, Grosvenor Gardens or Buckingham Palace Road is offered as an alternative.

### **Broomwood Football Club**

Broomwood FC states that Balham is a thriving community and does not require any further investment from major construction projects. Conversely, they believe Tooting Broadway would benefit hugely from improved transport infrastructure.

Broomwood FC is unsupportive of the proposals for a ventilation shaft on Wandsworth Common, suggesting the use of buildings owned by the Council already sited on the Common as more appropriate.

### **Carlyle Square Garden Ltd**

Carlyle Square Garden Ltd states that it is opposed to a station at King's Road Chelsea. It notes that residents of the group voted unanimously against the King's Road proposals at its AGM. They note that a route through Imperial Wharf has garnered support among its residents, although they express concern about the depth of tunnels were this to go ahead.

### **The Camberley Society**

The Camberley Society is in support of Crossrail 2 due to the economic benefits it will bring to the south and south west of England, particularly in terms of reducing capacity constraints on the South West Mainline and at Waterloo station. The Society feel the scheme will help rejuvenate areas along its route such as Angel and Balham, and improve connections particularly at Euston St Pancras, Tottenham Court Road, Victoria, King's Road, Clapham Junction and Wimbledon. The Camberley Society question whether Crossrail 2 will connect with Stansted Airport in the northern section of the route and how Victoria Coach Station will be affected as a result of the shaft being located there.

### **Camden Civic Society**

Camden Civic Society stated concern that current phased redevelopment of Euston meant that construction of Crossrail 2 station could not be built in the existing station, and that this would cause unnecessary damage and disruption. A major consideration for the Euston area is co-ordination and integration of the Crossrail 2 construction with that of High Speed 2 and the redevelopment of the existing station, which is currently proposed to follow on from HS2 when funding is found and allocated. They ask Crossrail 2 to consider how historic and heritage buildings would be cared for and what would be done to reduce pollution and improve air quality.

### **Chelsea4Crossrail2**

Chelsea4Crossrail2 support the proposals for a station at King's Road Chelsea and believe that the silent majority of Chelsea and Fulham residents are eager to see Crossrail 2 developed with a station in Chelsea or Fulham. Chelsea4Crossrail2 argue that a station here would increase transport options and substantially reduce surface movements of buses and passenger vehicles commuting from London's south western suburbs via Putney, Wandsworth, Battersea and Albert Bridges. This will also significantly improve local air quality.

Chelsea4Crossrail2 argue that while some risk and inconvenience may occur, the substantial benefits of a station in Chelsea or Fulham outweigh any claims made by 'NO' campaigners.

### **The Chelsea Society**

The Chelsea Society fully supports the construction of Crossrail 2, however opposes the plans to build a Crossrail 2 station in, and for the route of Crossrail 2 to pass through, Chelsea. The Society set out the key reasons for opposing the scheme, which included the adverse impact on construction on residents and businesses, and the unacceptable levels of development in the vicinity of the station.

The Society believes that the great majority of residents of Chelsea and the small independent retailers in Chelsea do not want or need to have a Crossrail 2 station in Chelsea.

### **Chessington District Residents' Association**

Chessington District Resident's Association do not support Crossrail 2, arguing that the environmental impacts are too high. They are concerned about the impending housing developments and the consequences this could have on Chessington, claiming Crossrail 2 is not wanted or needed in the area. Regarding the West Barnes Lane level crossing, they are concerned this will lead to wider traffic problems with drivers looking for alternative routes.

### **The Cheyne Walk Trust**

Cheyne Walk Trust (CWT) broadly supports the proposal for a Crossrail 2 station in Chelsea, with 70% of members in favour of the proposal. Of the 70% in favour of a station in Chelsea, 35% favour the proposed location in the King's Road and the remaining 35% would prefer a location in the Lots Road/Imperial Wharf area of west Chelsea.

The 20% of CWT members opposed to a Crossrail 2 station in Chelsea consider that central Chelsea is adequately served by existing public transport services, and further developments would seriously damage the historic village character of Chelsea. 10% of CWT members have not expressed any view on the project.

### **Christian Action (Enfield) Housing Association**

The Association are strongly in support of Crossrail 2, particularly for the improved connection to the West Anglia Main Line route, improved services between Enfield Lock and Tottenham Hale, and improved connectivity between central and south west London. The Association state specific support for stations at Tottenham Hale, Dalston and Angel.

With regards to the removal of level crossings, the Association recognise the serious loss in connectivity to local communities through their closure, but acknowledge that the current safety issues and the length of time that crossings are often closed for needs to change, and are therefore supportive of these proposals.

### **Christchurch Area Residents' Association/Neighbourhood Watch Royal Hospital Ward**

The Christchurch Area Residents' Association feels that there is no solid case for a Crossrail 2 station at the Kings' Road Chelsea, and is therefore completely opposed to the scheme serving the Kings' Road. Instead, the Association feels that there is merit in locating the station further west towards Fulham, as an intelligent solution to relieve ongoing congestion which has arisen from major development in the Fulham area.

### **Collingham Gardens Committee**

The Collingham Gardens Committee is opposed to the proposals for a Crossrail 2 station at Kings' Road Chelsea. It is felt that the scheme would detrimentally change the Kings' Road, creating traffic congestion in Fulham and Chelsea. It is felt that there are better alternative sites for a station, rather than situating it at King's Road Chelsea.

### **Cremorne Residents' Association of Lots Village**

The Cremorne Residents' Association supports the current proposals. They note that they do not support alternative proposals for a station in west Chelsea. Members and officers have responded individually.

### **Crouch End Neighbourhood Forum**

Crouch End Neighbourhood Forum supports Crossrail 2 at Turnpike Lane and Alexandra Palace, rather than a station at Wood Green. This route option will increase connectivity and improve journey times to central London for residents in the west of Haringey (Hornsey, Crouch End, and Muswell Hill).

### **Crownfield Residents' Association**

Crownfield Residents' Association support the Crossrail 2 proposals for travel time benefits and ease of access to central London without the need to change trains at Tottenham Hale. Commenting on Crossrail 2 at Seven Sisters, the Association express their concerns regarding the proposed station layout and interchange with Tottenham Hale station.

The Association is concerned that the proposal to make Broxbourne station the northern terminus of Crossrail 2 will have a considerable impact locally. Broxbourne station is already operating at and beyond capacity at peak times, causing issues for car parking and congestion on local roads. Any construction work undertaken here will need to take account of the high water table, requiring extra deep foundations and piling.

### **Cuddington Residents' Association**

Cuddington Residents' Association commented on the proposals to remove both the level crossings on West Barnes Lane near Motspur Park station, and Elm Road near New Malden station, and replace with alternative access across or around the railway. This would allow traffic to flow better and also provide better road and rail services to Worcester Park.

### **Dovehouse Street Residents' Association**

Dovehouse Street Residents' Association is supportive of Crossrail 2 overall, but does not support a station at King's Road Chelsea. The Association does not believe that the principal wider benefits of Crossrail 2, including regeneration, and the stimulation of new affordable housing and employment opportunities, apply to this area of London. The proposals will have a negative impact upon local businesses and residents, when the area is already well connected by public transport.

### **The Earl's Court Society**

The Earl's Court Society are supportive of Crossrail 2, and set out their reasons for support for a station at King's Road Chelsea, including: improved journey times; regeneration prospects; local job creation; reductions in pollution and traffic; and, attracting new businesses and shops to the area.

### **Eccleston Square Residents' Association**

Eccleston Square Residents' Association states that the principle of Crossrail 2 is good in terms of expanding housing development options to the wider regions of London. They have concerns regarding the impacts on residents of surrounding streets around Victoria station due to other developments in the Victoria area. In regards to the proposal for a shaft on the Victoria Coach Station site, they ask for clarity on the options for relocating the Coach Station facilities.

### **Edge Hill Area Residents' Association**

The Association is concerned that Crossrail 2 proposals in Wimbledon will result in the town centre losing its unique character and becoming a glorified transport hub. It is disappointed to see that only one proposal for Crossrail 2 has been put forward and ask that the option of tunnelling under the existing Wimbledon station is considered. The Association request that a channel of communication is established between TfL and Wimbledon's residents and businesses, to allow local bodies to discuss concerns, queries and ideas and TfL to provide information on an on-going basis.

### **Elm Park and Chelsea Park Residents' Association**

The Elm Park and Chelsea Park Residents' Association is opposed to the proposals for a Crossrail 2 station at King's Road Chelsea. It is felt that the location is wrong, with a better idea being to locate the station just south of the River Thames.

The Association also notes that the area is already well served by the bus network, and with South Kensington and Sloane Square Underground stations situated within easy walking distance of the area.

### **Elm Park Gardens Residents' Association**

The Elm Park Gardens Residents' Association feels that the proposals for a Crossrail 2 station at Kings' Road Chelsea are unnecessary.

### **The Enfield Society**

The Enfield Society believes that there is substantial scope for further enhancements to sections of the route beyond the core central sections of Crossrail 2 to ensure that it realises its full potential to serve, and regenerate, the London Borough of Enfield and the Lee Valley.

The Society has no objection to the proposal for a Crossrail 2 station at New Southgate, but suggests that the branch should continue north beyond New Southgate to Oakleigh Park and New Barnet. They also suggest a new station at Picketts Lock on the Broxbourne branch, and support the removal of level crossings on the branch.

The Society favours the route option via Turnpike Lane and Alexandra Palace as this would provide better bus links for Enfield residents, and allow interchange with the Hertford Loop. Regarding the proposals at Tottenham Hale and Seven Sisters, the Society states some concerns and suggestions to improve interchange and movement within the station, and to ensure that services are retained during construction.

The Enfield Society states support for stations at Dalston, Euston St. Pancras, Tottenham Court Road, Victoria, Clapham Junction. They are against a station at King's Road Chelsea and comment that the budget for this station should be reallocated to the northern branch routes instead, serving New Southgate and Broxbourne.

### **Evelyn Estate**

The Evelyn Estate is the freehold owner of a number of buildings which fall within the Rathbone Place/Gresse Street route safeguarding area. The Estate is very concerned about the Crossrail 2 proposals resulting in the loss of its freehold interests in the area, and questions the need for such a large safeguarded area.

The Estate asks whether all or part of the safeguarded area could be repositioned within an alternative area north of Oxford Street, so as to reduce its impact on the Estates property holdings.

### **Exhibition Road Cultural Group**

The Exhibition Road Cultural Group expresses support for a Crossrail 2 station at King's Road Chelsea. The Group believes it will bring substantial benefits to local employers if delivered alongside improvements to South Kensington station. It notes that by enhancing Kensington and Chelsea's transport connections and linking to future major transport infrastructure, it would help to safeguard the area's status as a world-leading cultural hub and location for pioneering medical and educational establishments. The station would do much to assist in the recruitment and retention of staff by opening up new commuting routes to Kensington as well as improving transport options for students and visitors alike.

### **Federation of Enfield Residents' and Allied Associations**

The Federation of Enfield Residents' and Allied Associations supports the route option via Turnpike Lane and Alexandra Palace because of the opportunity for interchange at Alexandra Palace with the Hertford North line, which serves seven stations in the London Borough of

Enfield. The Federation does not support the option via Wood Green because interchange with the Hertford North line would not be possible with this option.

The Association suggest that a new station should be provided on the route between Enfield Lock and Tottenham Hale to serve the Picketts Lock Sports Centre. They also support the removal of level crossings on the Broxbourne branch.

#### **Ferry Lane Action Group (FLAG)**

Ferry Lane Action Group (FLAG) does not support a Crossrail 2 station at Tottenham Hale. They are concerned about loss of green open space adjacent to the estate for both the works and the eventual tracks and portal, including loss of the Markfield Railway Triangle with its wet woodland. They want to see like-for-like replacement of habitat including scrub, grassland, trees and wet woodland.

FLAG are also concerned with the proposals for a tunnel portal south of Tottenham Hale. The construction works and shipping out of spoil from the tunnel next to their estate will cause noise and dust, and they are concerned about longer term noise pollution from trains entering and leaving the portal.

#### **Fitzrovia East Neighbourhood Forum Steering Group**

Fitzrovia East Neighbourhood Forum Steering Group is concerned with Crossrail 2 at Tottenham Court Road. Fitzrovia has a large concentration of listed buildings, many of which are Grade I listed, and are keen to work with Crossrail 2 to avoid tunnelling under listed buildings where possible.

#### **Fitzrovia Neighbourhood Association**

Fitzrovia Neighbourhood Association strongly opposes plans for a Crossrail 2 station entrance at Rathbone Place, as part of the station proposals for Tottenham Court Road. Their main objection is the direct loss of heritage assets within the Hanway Street Conservation Area, but their concerns include: pedestrian congestion in Rathbone Place; inevitable noise and disruption from the demolition and building works; and, the health and well-being of residents in Rathbone Street and Gresse Street.

#### **Friends of Downhills Park**

Friends of Downhills Park supports Crossrail 2 and the option for new stations at Turnpike Lane and Alexandra Palace. They strongly oppose the Wood Green option. While the Turnpike Lane option would provide more travel opportunities for local residents, the Wood Green option would not.

The proposed ventilation shaft, at Downhills Park, would cause serious damage to the park which is supposed to be protected by the London Plan (as Metropolitan Open Land).

#### **Friends of Graham Green**

Friends of Graham Green (FGG) consider Crossrail 2 a forward looking project. The group expects that the scheme will increase mobility into, and within, London. Friends of Graham Green strongly support the Turnpike Lane and Alexandra Palace route alignment.

Friends of Graham Green believe a Crossrail 2 station is not needed at Wood Green, highlighting that it is less of transport hub than Turnpike Lane. The group also states that a shaft in Downhills Park is unwelcome given the likely impact of construction works.

### **Friends of Grovelands Park**

Friends of Grovelands Park support the possible route alignment via Turnpike Lane and Alexandra Palace. The group states this is the best option as it allows passengers from the Hertford and Welwyn rail services to connect with Crossrail 2.

Friends of Grovelands Park oppose the Wood Green route alignment option as they feel that it provides fewer benefits to users of the train lines to north London. Wood Green commuters could easily go to Turnpike Lane for their Crossrail 2 connections.

### **Friends of Westminster Fire Station**

Friends of Westminster Fire Station are strongly opposed to the plans for a station at Chelsea, as it would affect Chelsea Fire Station. The response cites the recent closure of 10 fire stations in London, including Westminster and Knightsbridge Fire Stations, which has led to an apparent incident response issue in the area. It is therefore felt that removing Chelsea Fire Station to locate a Crossrail 2 station would be unsafe for the Westminster and Victoria area.

Comments were also made in relation to the effects of construction activity in the area and the impacts on St. Peter's Eaton Square CE School, situated on Lower Belgrave Street. It is felt that the Crossrail 2 construction works would lead children to be exposed to dust, noise and pollution, and could compromise a mooted playground extension which has local support.

### **Friern Village Residents' Association**

The Friern Village Residents' Association supports the proposals and states that Crossrail 2 will be an important addition to public transport in the south east.

The route option via Turnpike Lane and Alexandra Palace is favoured to allow interchange with the Hertford North line, and facilitate access to Alexandra Palace itself. The extension to Broxbourne is supported and the Association would welcome connections to Stansted Airport.

There is strong support for a Crossrail 2 station at King's Road Chelsea on the basis that a new rail connection would provide better access to the shops and restaurants in the area, as well as to the hospitals. Thousands of residents would benefit from a new rail connection. They welcome the proposals for a Crossrail 2 station at New Southgate, but raise concerns about current station facilities, such as car parking, which would need to be upgraded to accommodate Crossrail 2.

The Association considers it very important that Crossrail 2 is made to be as pleasant to use as possible and make suggestions of how to improve passenger user experience, as well as highlighting security and safety aspects that could be incorporated at Crossrail 2 stations.

### **Fulham Society**

Fulham Society thinks the current Crossrail 2 proposals for Dovehouse Street are not suitable and suggest locating the station towards Lots Road. Several huge developments are proposed on the Chelsea/Fulham Riverside, and locating a station near them would be more appropriate and useful than one in central Chelsea which is already overcrowded.

### **Furzedown Community Network**

The comments made by Furzedown Community Network are limited to the Balham station proposals. The Community Network emphasised that Tooting Broadway is the busiest station serving St. Georges Hospital and the surrounding commuter belt, and therefore it should be

the location for a Crossrail 2 station rather than Balham. The Network feel that Balham is already sufficiently supported by the wider bus network, and therefore the need for transport capacity would be greater at Tooting Broadway.

#### **Furzedown Low Carbon Zone**

Echoing the comments made by Furzedown Community Network, the Furzedown Low Carbon Zone (FLCZ) feels that a Crossrail 2 station should be situated in Tooting rather than Balham.

FLCZ stress that local community groups should be involved in the development of above-ground areas, including community owned/managed gardens, and energy production and heat recycling across the Crossrail 2 network.

#### **Glebe Place Chelsea Residents' Association**

The Glebe Place Chelsea Residents' Association supports the Crossrail 2 scheme in principle; however it does not support a station in Chelsea. The Association's response notes that there is no linking Tube network and suggests that the cost of the station, at around £1bn, could be better used elsewhere.

#### **Hackney Society Planning Group**

Building works in Dalston should not destroy any buildings soon to be designated part of the Dalston Conservation Area. The loss of historic buildings around Dalston Junction and Dalston Kingsland stations would damage the character and quality of the urban realm.

With regards to a Crossrail 2 station at Euston St. Pancras, the Group are keen that the site north of the British Library is not used, as this is critical to the possibility for the Grade-I listed British Library building to be extended in future. Any expansion of the station at this site must be coordinated with the Library.

#### **Hampton Court Rescue Campaign**

Hampton Court Rescue Campaign outlined a number of concerns on current Crossrail 2 proposals at Hampton Court station. Concerns included the loss of direct train services to Waterloo on the southern branch lines, and the envisaged increase in car parking demand at Hampton Court station as the pull of improved journey times into central London attracts travellers from surrounding stations such as Esher, Thames Ditton and Oxshott.

#### **Haringey Cycling Campaign**

The Haringey Cycling Campaign supports the option for Crossrail 2 stations at Turnpike Lane and Alexandra Palace as they are better located for access by pedestrians and cyclists and better serve commuters than the Wood Green option. Furthermore, a station at Alexandra Palace would promote access to the Palace by sustainable means of transport. The Campaign strongly objects to the ventilation shaft on Downhills Park in the Wood Green proposal as it would result in loss of highly valued open space.

#### **The Hoddesdon Society**

The Hoddesdon Society support Crossrail 2, but feel it would be preferable to terminate the northern regional branch at Harlow rather than at Broxbourne. The Society believes Harlow provides the necessary infrastructure to support a terminus station, whilst improvements needed at Broxbourne to support Crossrail 2 would be significant and costly.

### **HS2 Euston Action Group**

The Action Group has no settled view about the merits of Crossrail 2, however, should Crossrail 2 proceed with the proposed Euston St Pancras Station then this must be fully integrated into the government's plans for HS2 at Euston. The Action Group believe the current proposals for Euston station are 'shambolic', and state comprehensive redevelopment of the current Euston station is essential within a realistic time period. Works must be coordinated with HS2 construction so as to minimise disruption for local residents. They also state concern over sites D and E, and urge that all spoil should be removed by rail.

### **Ironsides Rugby Club**

Ironsides Rugby Club feels there are alternative locations for the proposed shaft in Wandsworth Common. The Club are keen that the proposed ventilation shaft at Springfield is agreed before development gets underway.

### **Islington Living Streets**

Islington Living Streets are concerned about the volume of pedestrians that will be using the pavements in Angel once Crossrail 2 is completed. Islington Living Streets hope that steps will be taken to alleviate the problem of overcrowded pavements, and give suggestions to help disperse passenger volumes away from the Angel junction on Upper Street.

### **John Innes Society**

The John Innes Society feels that Crossrail 2 is essential to accommodate the growth of London's population. The Society would, however, like to see more of an emphasis on growth in provincial towns and cities, with a limit applied to the future growth of London.

The Society made specific comments about the proposals around Wimbledon, noting that there is a serious geological fault in the area by Gap Road, north of Wimbledon station. It is further noted that proposed turn-back and dive-under facilities at Dundonald Road, south of Wimbledon station, could have an adverse impact on the residential area which lies adjacent.

### **Jubilee Place Residents Network**

The Jubilee Place Residents Network strongly opposes the proposal for a Crossrail 2 station at King's Road. They address concerns over noise pollution over a 10 year period from the building sites and fear for the loss of local businesses, residential accommodation and access to and from King's Road. They also fear potential risks to listed buildings in a conservation area. The Network suggests running Crossrail 2 directly from Clapham Junction to Victoria as this would deliver greater overall transport policy benefits.

### **Kings Arms & Cheshunt Angling Society**

Kings Arms & Cheshunt Angling Society commented on Crossrail 2 at Tottenham Hale stating the importance of well-planned interchange facilities within the station. They also believe stations from Tottenham Hale to Enfield Lock will need to be upgraded to facilitate Crossrail 2, as well as wider improvements to the road network around the stations to reduce congestion.

Regarding the proposals at Broxbourne, Chestnut and Waltham Cross stations, the Society stated some concern for the stations and tracks not being large enough to future proof Crossrail 2. They also state that where an existing vehicular access is present via a level crossing, it must be retained in some form, either a bridge or underpass, or a viable alternative route created prior to removal of the level crossing.

### **King's Road Association of Chelsea Residents**

King's Road Association of Chelsea Residents has not been able to provide a detailed case for the proposed station at King's Road Chelsea, due to the number of issues on which they were unable to answer residents' questions and when no precise work has been done on its construction.

Consultations of residents were carried out by each constituent Resident's Association to gauge local opinion on the proposals for a station in Chelsea, and general consensus of the results shows local opinion is very much against a Crossrail 2 station at King's Road.

### **Kingston Federation of Residents**

The Kingston Federation of Residents (KFR) is supportive of Crossrail 2 in principle however feels that there is too much emphasis placed on connectivity, and too little on improving very slow journey times. It is felt that the scheme tries to link up as many parts of south west London as possible, with the sole benefit to residents living along the Norbiton to Shepperton stretch of existing railway, with the significant increase in service frequency.

KFR stresses that current rail users would prefer to see fewer station stops to/from London and faster train services. A further point is made in relation to inadequate public car parking available at many stations between Wimbledon and Shepperton. It is suggested that if service frequency is to increase by up to 100%, then thought must be given to the inadequacy of parking at stations such as Norbiton, Kingston, Hampton Wick and Fulwell.

### **London Cycling Campaign**

London Cycling Campaign support Crossrail 2, but address their concerns regarding the potential benefits to, and impacts on, cycling as a result of the project. They are concerned about the disruption and safety caused to cyclists in terms of HGV/lorry movements, construction sites and temporary site works the project imposes and call on TfL to specify "direct vision" lorries for all Crossrail 2 construction to mitigate these issues.

They also state that Crossrail 2 stations must feature exemplary, international levels and quality of cycle parking, built to anticipate future demand rather than service current demand. Trains should allow higher numbers of cycle carriage spaces for travel outside of peak hours, and more thought should be given to safe space for cyclists on routes from surrounding residential areas to access each station.

### **Malden Rushett Residents' Association**

Malden Rushett Residents' Association feel the scheme is a good idea but are concerned about the cost of Crossrail 2 and how it is being funded. There is also concern that the impact of the scheme will exacerbate traffic problems on Leatherhead Road, near Chessington South station.

Regarding the Crossrail 2 proposals at stations between Epsom and Worcester Park and Chessington South and Malden Manor, the Residents' Association support linking up the stations to improve journey times but again are concerned that, with new housing planned in the areas, there will be problems with road congestion.

### **The Markfield Project**

The Markfield Project objects to the current proposed location of the Tottenham Hale portal as the plans suggest that access to their building via Markfield Road may be restricted or

denied. They have concerns about construction noise, dust and pollution that may impact on the operations of their business. They note that current proposals would block the fire hydrants located on Markfield Road, which fire engines require access to from within the park.

The Markfield Project expresses concern about the project timescales and the consequent long term impacts on the charity and its services users. They would prefer if the portal were located further north, specifically at Tottenham Hale station or in other industrial sites in the area.

#### **The Markham Square Association**

The Markham Square Association opposes Crossrail 2 at King's Road Chelsea. They believe current proposals for the new station will not be of value to other Chelsea residents and visitors to Chelsea, as the area is already well served by public transport. Disruption to the area for an estimated period of five to eight years will be considerable, and the new station will lead to undesirable over-development in its vicinity. They believe the character of Chelsea will be irreversibly damaged by a development on this scale.

#### **Markham Street Residents' Association**

Markham Street Residents' Association object in the strongest possible way to the idea put forward by TfL to demolish all but one of the buildings adjoining the south end of Markham Street as part of current Crossrail 2 proposals in Chelsea.

The residents fear complete loss of life during the years when the work will take place, which, as they understand it, will not only be when TfL are at work, but also afterwards when the demolished buildings will be re-constructed.

#### **Meard and Dean Street Residents' Association**

The Meard and Dean Street Residents' Association state that Crossrail 2 would bring far too many people into the already over-crowded West End of London, and Soho's narrow footways would be unable to accommodate the increase in pedestrians. They state the station entrance on Shaftesbury Avenue is in the wrong place for a number of reasons, including the need to acquire and demolish a large amount of land in a Conservation Area and increase the demand for late night licensed premises bringing more noise to the area.

#### **Merton Arts Trail**

The Merton Arts Trail urges Crossrail 2 to consider the cultural needs of Wimbledon in its planning and consultation work. The group highlights a lack of sufficient community space for cultural activities in the area and emphasises the importance of public space in attracting visitors, as well as the benefits to local art lovers. The Arts Trail suggests that these improvements to the town centre may make the development of Crossrail 2 more palatable for residents and businesses.

#### **Milner Street Area Residents' Association (MISARA)**

MISARA represents 220 households. It is opposed to the proposed location of a Crossrail 2 station on the King's Road. In September 2015, MISARA held a Special General Meeting to discuss the Crossrail 2 proposals and found that two thirds of its members were against the scheme. The Association request that no work on the King's Road station proceeds unless and until a cost-benefit analysis is conducted by an independent party showing clear justification for the project in economic and financial terms. MISARA is concerned about the Royal Borough

of Kensington and Chelsea Council's partial standpoint on the Crossrail 2 proposals, in spite of strong counter feelings from local residents and businesses.

#### **Oakley Street Residents' Association**

The Oakley Street Residents Association continues to oppose the Crossrail 2 proposals for a station at King's Road Chelsea. Residents believe current transport connectivity in the area is acceptable and are concerned that the station will increase development pressures. Chelsea is one of the most densely populated parts of London and there are concerns that pressures for commercial development will destroy the character of the area.

#### **OPEN Dalston**

OPEN Dalston welcomes the proposal to have Crossrail 2 in Dalston and believe it will bring benefits to the local economy and residents. They believe TfL should develop a master plan with local authorities to ensure no demolition occurs prior to planning approval of what will replace the site. They would like that construction work be kept to a minimum.

OPEN Dalston list numerous buildings under threat of demolition, and suggest alternative worksite locations to alleviate their destruction.

#### **Open Spaces Society Correspondent for Lambeth and Wandsworth**

The Society is opposed to the proposal to use Wandsworth Common for a ventilation shaft and head-house and as a construction site for Crossrail 2, due to the impact it would have on the Common and users of the Common being deprived of access to the area for a prolonged period.

#### **Ossulston Tenants and Residents' Association**

Ossulston Tenants and Residents' Association are concerned over the proximity of the Euston worksites to their housing estate. Up to 70 residential homes in the area may be lost, with retail and business units, and listed buildings also affected. Construction will also bring noise and pollution to the local area.

#### **Paulton Square Residents' Association**

This Residents' Association has expressed a high degree of local opposition to a station at King's Road Chelsea. While they support the development of Crossrail 2, they would rather have a non-stop option between Clapham Junction and Victoria. They are committed to preserving the Square for the benefit of future generations whilst representing the legitimate interests of its current residents.

The Association agrees with the issues raised in the public statement released by The Chelsea Society (in response to the Crossrail 2 consultation).

#### **Project Muswell**

Project Muswell thinks Crossrail 2 is needed. They do, however, question whether it is necessary to connect further services to Turnpike Lane, which is already well served by the Piccadilly Line.

A Crossrail 2 station at Alexandra Palace would be highly beneficial for the financial sustainability of Alexandra Palace as an exhibition and music venue. A Crossrail 2 station at Alexandra Palace would also help to reduce the volume of passengers catching buses to nearby Highgate and East Finchley Underground stations from Muswell Hill.

A new Crossrail 2 station at Wood Green could be a costly mistake. It may help to divert some Piccadilly and Victoria Line passengers, but would not help those using the Northern Line.

#### **Queens Road Residents' Group**

The Residents' Group notes the lack of information about this consultation and local Crossrail 2 meetings received by local residents and businesses. The Group does not feel the scheme is necessary in Wimbledon given the quality of area's existing transport links and is concerned about the loss of Wimbledon town centre and other local buildings and green spaces.

The Residents' Group are worried about heavy traffic and pollution during construction and expect an environmental impact study to be made available for comments. They make suggestions about how to alleviate the impacts during the construction phase and state anyone affected by the scheme should be sufficiently compensated.

#### **Raynes Park and West Barnes Residents' Association (RPWBRA)**

RPWBRA is supportive, in principle, of Crossrail 2 and its promise of improved connectivity for the areas around both Raynes Park and Motspur Park stations. Although, they want to be satisfied that careful thought has been given to minimise construction impacts, in particular in Wimbledon, and that longer-term adverse impacts on existing and future populations are considered.

With regards to West Barnes & Motspur Park level crossings, they feel that both level crossings are well used and it is essential that high quality rail crossings are maintained once Crossrail 2 is operational. There is scope to provide a new bridge across the railway at West Barnes Lane/Burlington Road. It is not clear whether a feasible design solution exists to add two new tracks at Raynes Park without significant residential land-take.

One key requirement is that all future station layouts allow for full step-free access.

#### **Residents' Association of West Wimbledon**

Residents' Association of West Wimbledon expressed concern about the potential knock-on effects as a result of the Wimbledon proposals, as well as the potential future increases in rail traffic and passengers at Raynes Park station.

The Association requests further details regarding the proposals between Wimbledon and Raynes Park, such as traffic mitigation measures, compensation and relocation management, Raynes Park station upgrade as well as future proposals for Rainbow Park Estate.

The Association requests early engagement in further planning and consultation work, and emphasises the need for local interests to be considered.

#### **Residents of Littleton Street**

The Residents of Littleton Street oppose the Crossrail 2 station at Balham and urge TfL to consider locating the station at Tooting Broadway as originally planned. Balham already has good transport links whilst Tooting Broadway is in need of improved links, as home to St George's Hospital. The Residents feel the option to tunnel under Earlsfield has not been fully assessed or consulted on. They are concerned that Earlsfield, a station which already sees overcrowding at peak times, will receive little benefit from Crossrail 2 but suffer much of the blight, with fewer trains per hour serving Earlsfield and Clapham Junction.

The Residents are opposed to the use of Wandsworth Common for a ventilation shaft, and are also concerned about the proposals for ventilation shafts in Weir Road and on the Springfield site if the Balham option is chosen, which will cause blight in the area without residents and businesses receiving any benefits. Finally, the residents are concerned about the depth of tunnels beneath the properties on Littleton Street as information about the effect on the properties has been inconsistent.

#### **Ringslade Road Residents' Association**

The Ringslade Road Residents' Association supports a Crossrail 2 station at Alexandra Palace instead of at Wood Green. The Association favours the option for Alexandra Palace on the basis that it will be easy to access for those walking from Station Road, and is close to the exhibition centre.

#### **Rio Cross Residents Association**

The comments made by Rio Cross Residents Association (RCRA) are related to worksites in the Dalston station proposals, and the redevelopment of these sites to facilitate Crossrail 2 works. It is felt that should these sites be subject to total demolition and redevelopment, then the proposals require further consideration. RCRA feel that the Kingsland Shopping Centre provides an ideal opportunity to accommodate all the necessary infrastructure, stations and construction sites instead of sites A-E.

#### **Royal Avenue Residents Association**

A small majority of respondents from this group support the proposals. They request that more information is given to support the argument for not placing the station further west along King's Road as that is perceived to be the area to benefit more.

#### **Royal Avenue Residents' Association Chairman**

The Chairman of the Association supports the overall Crossrail 2 proposals. Regarding a Crossrail 2 station at King's Road Chelsea, he requests further information to support the argument for not placing the station in King's Road further west, towards the area that will mostly benefit, away from the area that is currently most forcefully objecting.

#### **The Save Ally Pally group**

Overall the Save Ally Pally group strongly support Crossrail 2 as a much needed north-south public transport link. They strongly support the proposals for a Crossrail 2 route via Alexandra Palace, as opposed to Wood Green. Crossrail 2 at Alexandra Palace will support the Palace as a landmark educational, recreational and cultural attraction by providing a direct link from central London for visitors.

The group also oppose the shaft in Downhills Park as it would be highly damaging to a beautiful and much needed park.

#### **Save Soho**

Save Soho believe Crossrail 2 in general is a benefit but should not create further damage to areas already losing their character. The group feel Soho is being gentrified and altered significantly in the name of progress. The area is fast losing its character and if this continues Soho and the West End will not be a destination at all. Finally they are opposed to demolishing the Curzon as this would be a great loss to the area and its locals.

### **Save Tin Pan Alley & Hanway Street**

Save Tin Pan Alley & Hanway Street believe Crossrail 2 will destroy independent businesses, cultural heritage, music venues, independent cinemas, cosy old bars, beautiful buildings and independent retail. They are opposed to the demolition work at Hanway Street and Hanway Place which have historic significance.

### **Save Wandsworth Common Again**

Save Wandsworth Common Again is opposed to the current proposals for a ventilation shaft on the eastern edge of Wandsworth Common. In their view the proposal to include a station at Balham rather than Tooting Broadway has neither logic nor merit and threatens to undermine the aims which Crossrail 2 seeks to deliver.

Save Wandsworth Common Again feel a station at Balham would be far less likely to achieve the objective of alleviating congestion on the Northern line, whereas a station at Tooting Broadway is far better positioned to do so. The group believe a station at Tooting Broadway offers wider regeneration benefits to residents of south London than a station at Balham. Tooting Broadway was identified as offering access to St. George's Hospital; a benefit which would be lost with proposals to go via Balham.

Further, the group is extremely worried at the prospect of a ventilation shaft on Wandsworth Common and the associated construction works. This would involve a part of the Common being inaccessible for several years.

### **Semley House Residents' Association**

The Association believe Crossrail 2 will directly affect Semley House and the 104 flats in the building and request representation at all future meetings of the steering group. The Association are concerned with the timetable of the works, and whether worksite E will be used as a reversing station for Crossrail 2. They are also concerned with the level of noise pollution, the environmental impacts, the level of dust pollution and the working hours during construction.

### **Shawfield Street Residents Association**

The Association states that while Crossrail 2 will benefit London, it objects to the proposed station at King's Road Chelsea. It comments that the proposed station would serve an area already well served by public transport, there would be no rail interchange and it would not serve areas further west which have poor transport links.

### **Shoreditch Park Users Group (SPUG)**

SPUG has liaised closely with both the Council and Whitmore Primary School on TfL's proposals for the Shoreditch Park area. It is clear there is a strong consensus from all three groups that any location of the Crossrail 2 construction site in either Shoreditch Park or Britannia Leisure Centre is strongly opposed. SPUG urges that commercial sites on Eagle Wharf Road are prioritised by TfL for the location of the construction site.

### **The Soho Society**

The Soho society suggested that for many of the individual residents and businesses in Soho the negatives of Crossrail 2 will far outweigh its positives. The approach and policies of Crossrail 2 must understand and be responsive to this fact. Drawing on the experiences of Crossrail 1, the Society believe that Crossrail 2 must take further measures to proactively

initiate consultation and communications with the people and businesses directly affected, and minimise construction disruption on the local community. Suggestions on minimising disruption were given, including suggestions around scheduling of works and vehicle routings, and the removal of spoil.

#### **Somers Town Neighbourhood Planning Forum**

Somers Town Neighbourhood Planning Forum is concerned with the considerable accumulative effect of this project alongside the other major projects already impacting on Somers Town. Impacts of concern include the substantial loss of Social Housing, alongside the issues of overcrowding for many local residents, loss of open spaces and playgrounds, the removal of spoil, and the depth of tunnelling.

#### **Somers Town Residents' Association**

The Somers Town Residents' Association state that land compensation would be inadequate to purchase or rebuild alternative property in the same area should their homes be demolished. They mention specifically concerns regarding demolition at Eversholt Street and Grafton Way.

#### **South Park Estate Residents' Association**

The South Park Estate Residents' Association (SPERA) raises a number of concerns related to the proposals for Wimbledon station. The key concern relates to the impact on the economy of Wimbledon and the potential blight during the construction phases. SPERA feels that there would be considerable disruption to businesses and the shopping experience in Wimbledon based on the current proposals put forward for consultation. SPERA is strongly in favour of Crossrail 2 considering the tunnel option for non-stopping trains that currently pass through Wimbledon station, even though this is not part of the current proposals.

Further notable points in the SPERA response are related to the station configuration and supporting infrastructure, and the impact of this on the surrounding area. This includes the location of the tram station, station entrances, and bridges.

#### **Springfield Community Sports Partnership (SCSP)**

SCSP is a group formed to express the views of local sports clubs in relation to development proposals at Springfield Hospital. The Partnership includes Battersea Ironsides, the Spencer Club and Broomwood FC which have 4000 participants in a variety of sports.

In principle, SCSP opposes the loss of any sports pitches or any downgrading of an open space.

SCSP notes that Springfield is identified for the siting of a new shaft in proposals for a routing of Crossrail 2 either via Tooting Broadway or via Balham. Clearly a structure of the size associated with the shaft and the extent of construction work will have a significant effect on proposals for the park. Should this location be agreed, SCSP wish to be consulted on emerging ideas for the siting of the shaft, the potential use and design of the 'head-house' and the location of any compensatory open space.

#### **Stoneleigh & Auriol Residents' Association**

Stoneleigh & Auriol Residents' Association is broadly supportive of the Crossrail 2 proposals. Proposals may help to unlock future sustainable growth opportunities at appropriate locations along its proposed route in particular Stoneleigh, and more specifically, improvements to the

rail services into and across London which will pass through this station, and helping to facilitate economic benefits for Stoneleigh Broadway.

In addition to the maintenance or enhancement of train services through Stoneleigh station, qualitative improvements are also needed, specifically the need for good access for both regular users of the station and residents who use it to access Stoneleigh Broadway and other facilities within the Stoneleigh and Auriol wards.

### **Streatham Action**

Streatham Action would like to see a Crossrail 2 station at Streatham rather than Balham, providing interchange with Southern Rail, and in conjunction with a reinstated Crossrail 2 station at Tooting Broadway. Streatham Action state that Streatham station area offers a better regeneration opportunity than Balham.

### **Streatham Mill Neighbourhood Watch**

Streatham Mill Neighbourhood Watch proposes that there should be a Crossrail 2 station at Streatham instead of Balham. This would provide interchange with Southern Rail, and in conjunction with a reinstated Crossrail 2 station at Tooting Broadway, provide interchange with the Northern line.

Streatham Mill Neighbourhood Watch call upon Crossrail 2 to commence detailed analysis of a route that would run from Clapham Junction to Streatham, to a reinstated Tooting Broadway station and on to Wimbledon.

### **Sydney Street and District Residents' Association**

The Association are strongly opposed to a station in Chelsea located on Sydney Street and list the negative effects this will have on their residents and properties. They would like to point out that the consultation documents still refer to the Chelsea Crossrail 2 station as a 'King's Road' station. This is misleading as the station will be located on a largely residential street, Sydney Street.

The Association state that transport in this area of Chelsea is already strong and well supported, and that the addition of this station will only very marginally reduce travel times for a small number of Chelsea residents. They cite the Royal Brompton Hospital as stating they will likely be unable to remain at their Chelsea site because of the Crossrail 2 proposals, and are very much against losing the hospital.

### **Teddington Society**

Teddington Society has long sought improved cross London rail links, and is generally supportive of the Crossrail 2 proposals. The Society feel a link to Heathrow Airport is essential, however, and give two suggested routes that Crossrail 2 could follow to reach the airport. They are dismayed to find that the Crossrail 2 proposals will bring a reduction in train services at Teddington station, and feel the capacity through Twickenham and Barnes needs to be substantially increased.

The Society suggests extending the London Travel Zones to incorporate stations on the branch lines, and suggest additional stations at Whitton and Hampton Hill.

### **Timber Wharf Residents' Association**

The Residents' Association is concerned about the diminishing amount of green space available to communities in London and feels it's important that Crossrail 2 does not encroach on, or limit access to, parks or outdoor space.

### **Toastrack Residents' Association**

The Residents' Association feel that most people in Balham do not want a station there and most people in Tooting would prefer the station at Tooting Broadway. The Residents' Association feel that Tooting Broadway is in greater need of regeneration than Balham, and note that St George's Hospital, which would benefit from the Tooting alignment, is in favour.

The Residents' Association believe the proposals for a ventilation shaft on Wandsworth Common would be disruptive and an eyesore on a well-used community Common. The Association is concerned it will disadvantage a number of local school children in the area who use the Common for recreation.

### **Tooting Town Centre Partnership**

The Tooting Town Centre Partnership Board rejects the proposal for a Crossrail 2 station in Balham and is disappointed that Balham has been chosen as the preferred location instead of Tooting. They hope that Transport for London reconsider their decision and revert to the original plan of a station at Tooting. The Partnership understands why this decision was taken due to the geological and construction issues, but still believes the higher costs of building a station at Tooting would be outweighed by the much greater need.

They state specific arguments such as Tooting's greater congestion, crowding at the Northern Line station, lack of interchange options compared to Balham, proximity to St. George's University NHS Foundation Trust, potential for development of new homes and jobs and access to the major bus interchange facilitating growth of the Tooting Town Centre and neighbouring areas.

### **Trinity Fields Trust**

Trinity Fields Trust feels a station at Balham would be advantageous to the local area and the route, subject to appropriate management of the construction issues. The Trust is concerned that the Wandsworth Common ventilation shaft proposals are not sensitive to environmental policies and legacy issues regarding housing. The Trust is also concerned about traffic management during construction.

### **Twickenham Residents' Action Group**

The Twickenham Residents' Action Group comment on the Crossrail 2 proposals in relation to Twickenham Station. It is felt that Twickenham would be the ideal terminus for Crossrail 2, given that it is already a busy connection with platforms one and two available for waiting trains - reference is made to a similar layout at Richmond.

### **Upper Cheyne Row Neighbourhood Watch**

The Upper Cheyne Row Neighbourhood Watch expresses opposition to the King's Road Chelsea station proposal. The group cites road and pavement congestion as potential issues.

### **Victoria Neighbourhood Forum**

Victoria Neighbourhood Forum is unable to comment of the Crossrail 2 proposals at this stage; they refer instead to the responses produced by the Victoria Interchange Group (VIG) and Victoria Business Improvement District (VBID) who as well established bodies are more able to represent the views of local people and businesses at this time.

### **Wandsworth Common, Management Advisory Committee (MAC)**

Whilst in support of the benefits that Crossrail 2 will bring to the area, the MAC is dismayed to hear that the geological fault at Tooting may cause the route to go via Balham to Clapham Junction, with a vent shaft being proposed on Wandsworth Common.

The MAC asks that Crossrail 2 explore every avenue to try and achieve the Tooting route. However, if this cannot be achieved, the MAC proposes an alternative route to Balham which involves the realignment of the Clapham Junction platforms, in order to avoid the worksite on Wandsworth Common.

### **Wandsworth Older People's Forum**

The Wandsworth Older People's Forum welcomes the proposals to build a rail link across London and the assurances that all stations will be step-free, which will assist those in wheelchairs.

The Forum is concerned at the change of plan from Tooting Broadway to Balham. Balham already has good transport connections by overground rail which Tooting Broadway does not have. The Forum also believes Tooting Broadway would better relieve the crowded Northern line.

The Forum notes that if Tooting Broadway was chosen there would be no need for a ventilation shaft in Wandsworth Common. The Forum is keen that a ventilation shaft at Springfield fits into existing development plans.

### **Wandsworth Society**

Wandsworth Society widely welcomed the original proposal for locating a new station at Tooting Broadway. Wandsworth Society see the revised route, by-passing Tooting Broadway and rerouting to an alternative station at Balham as an unfortunate move. Balham already links by rail to Clapham Junction and Victoria Stations, both of which are proposed to be the next and third stop respectively from Balham on Crossrail 2.

They believe that whilst the revised Crossrail 2 route would be able to locate a discreet service shaft on the Springfield Hospital grounds as agreed previously, regrettably a second shaft on the revised route between Balham and Clapham Junction is planned to be sited on Wandsworth Common close to Bolingbroke Grove. The Common is designated Metropolitan Open Land and is heavily safeguarded under Borough and London policies from development. The Society has defended past attempts over a period of 45 years against development encroaching upon the Common by road proposals or built development.

### **Whitgift Housing Association**

The Housing Association is concerned about the loss of local parking on Westbridge Road through the construction of the shaft here. This is a very busy road with buses, school coaches and an endless flow of through traffic. The Association suggest building the shaft on Battersea High Street instead as this is a quieter road and would cause less disruption.

### **Wimbledon Civic Forum**

Wimbledon Civic Forum does not believe it would be feasible to construct the current surface proposal for Wimbledon station, due to several issues within the Wimbledon area:

- Demolishing large parts of Wimbledon town centre;
- A lack of easy movement/connections across the railway;
- Congestion on the A219 route; and,
- Impacts on businesses in Wimbledon town centre.

The Forum suggests that tunnelling under Wimbledon should be pursued as an alternative in order to alleviate the above concerns; however, they acknowledge this would still result in surface disruption.

The Forum comments that above-station development should be a focus of the scheme. They also suggest that the station should act as an integrated hub for various transport modes, including walking, trains and surface transport. Furthermore, they request that connections between the west and east sides of the town are improved as part of the scheme.

The Forum urges Crossrail 2 to integrate proposals with London Borough of Merton's Master Plans and suggests an EU environmental impact assessment should be complied.

### **Wimbledon East Hillside Residents' Association**

The Wimbledon East Hillside Residents' Association represents 800 households and have organised several events to improve local residents' understanding of how Crossrail 2 could help to make Wimbledon a better place in 2030. The Association is holding a survey, which has 90 responses to date. Responses show that local residents are willing to endure disruption during the construction of Crossrail 2 provided the future Wimbledon will be better, truly sustainable and future-proof by 2030. Six key amendments to the Crossrail 2 proposals are listed by the Association and the Association stresses the importance of having one or two community leaders present at future Crossrail 2 Planning meetings held with LoveWimbledon and Merton Council.

### **Wimbledon Light Opera Society**

The Wimbledon Light Opera Society requests that provision is made for a public arts and performance space within the redesigned Centre Court and station complex. They note that this was previously promised within the Centre Court development, and that the proposals would offer an opportunity to provide this. They also suggest that other worksites along the route could be converted for arts and performance activities after the construction of Crossrail 2.

### **Wimbledon Society Planning Committee**

The Society stresses the importance for Crossrail 2 to be integrated into Wimbledon regeneration plans as an integrated transport hub. They feel that the current layout, and the construction process involved in building a station at Wimbledon have very major implications for both the local environment and economy, and involve considerable damage and disruption. The Crossrail 2 leaflets are too basic and do not explain the full implications for Wimbledon town centre and surrounding stations.

The Society state a number of issues with the consultation materials relating to missing evidence and information, which can be seen in their full response. They also list alternative suggestions to the various elements within the current proposal for Wimbledon.

**Winchmore Hill Residents' Association**

Winchmore Hill Residents' Association support the route between Seven Sisters and New Southgate via Turnpike Lane and Alexandra Palace. Passengers at the latter station would be able to interchange with trains using the Hertford North line, which serves Winchmore Hill Station.

## Education

### **Bishop Gilpin Primary school**

The School comments that it is disappointed with the current proposals. It highlights the role that Wimbledon town centre plays within the local community, and expresses concern that the current scheme severely impacts the character of the area.

### **Bolingbroke Academy**

Bolingbroke Academy is against the proposals to build a Crossrail 2 station at Balham due to the building of the ventilation shaft on Wandsworth Common. This will ruin an area used by schools and local residents, and the construction works will bring pollution, traffic and noise to an extremely built up area. The Academy believes a station at Earlsfield is the better option.

### **Honeywell Infant and Junior Schools**

The Schools and Governors are concerned about the relocation of the Crossrail 2 station from Tooting Broadway to Balham, due to the proposed ventilation shaft and head-house on Wandsworth Common. The development is expected to have detrimental effects on the school and pupils. Routing via Balham will also mean that Tooting remains ignored and under invested in.

### **Imperial College London**

Imperial College London support the principle of Crossrail 2, however it owns the Emmanuel Kaye building adjacent to the Chelsea Fire Station and so understands the potential impact of the construction of Crossrail 2 on surrounding businesses and residents. Imperial supports a sympathetically designed and constructed station on the King's Road, but asks to be kept informed of the detailed plans and timescales for the new station in order to understand the potential impacts on users of the Emmanuel Kaye building, and the steps taken to mitigate these.

### **Miss Daisy's Nursery School**

The Nursery School stated that it opposes any Crossrail 2 station in Chelsea.

### **M.A.R.S Montessori Schools Ltd**

Montessori Schools Ltd is supportive of the scheme but would prefer it to be completed sooner than 2030. Montessori Schools Ltd would like to see additional entrances at Angel station and improved interchange options around Euston St Pancras and Tottenham Court Road.

### **Raynes Park High School**

The Governing Body of Raynes Park High School has considered the Crossrail 2 proposals and their possible effects on the school. Their main concern with the proposals relates to access to the school for students and their parents, which is already difficult at peak times. Improvements are needed following the proposed removal of level crossings and the increase level in train services on the line, to ensure congestion on West Barnes Lane and surrounding roads is not worsened.

### **St. Peter's Eaton Square Church of England Primary School**

The school recognises the need for the project in the broadest context but have concerns and reservations about the current proposals at Victoria. The close proximity of the construction site to school buildings provides serious concerns with regards to air quality. The school demands the highest possible level of controls in this regard as a small outdoor playground is used throughout the day by over 300 young children.

The school also questions the need to develop a new station entrance on Ebury Street. Consequently the school are lobbying for the redevelopment to include a rearrangement of Lower Belgrave Street, or any other adjacent land, such as to allow a considerable expansion of their current site.

### **St George's, University of London**

St George's, University of London (UoL) is situated a short walk from Tooting Broadway station and feel the originally proposed Crossrail 2 hub is essential for the efficient movement of staff, students and academic collaborators across London, the UK and the world.

St George's, UoL is broadly supportive of the Crossrail 2 proposals and welcomes the regeneration potential and the improved connections. St George's UoL have concerns about the proposed route change from Tooting Broadway to Balham and feel strongly that the Tooting Broadway option is preferable, despite additional costs.

### **Whitmore Primary School**

Whitmore Primary School is located on the north side of Shoreditch Park and is a close neighbour to Britannia Leisure Centre. They oppose using sites C, D & E for the access shafts and support options A & B, Eagle Wharf Road locations.

The school believes if the park was to be used there would be a considerable impact to the teaching, learning and safety of the children. The area of the park is in such close proximity to the school that there would be constant noise pollution impacting on the ability to deliver outstanding teaching and impair the children's concentration. Children arriving and leaving school would be faced with crossing roads used by heavy goods vehicles

The school thinks that if the site were at Eagle Wharf there would be little impact on children's daily safety as there is already acceptable access infrastructure in place.

### **Wimbledon School of English**

The Wimbledon School of English expresses concern regarding the construction of Crossrail 2. They feel that the proposals would remove many key features of Wimbledon, including their school. The School emphasises that Crossrail 2 must not be delivered at the expense of the economic wellbeing of the town. The school goes on to comment that businesses in Wimbledon should stay open during construction.

## **Environment/Aviation**

### **Alexandra Park and Palace Conservation Area Advisory Committee**

The Committee strongly support the Alexandra Palace and Turnpike Lane route option for Crossrail 2. This will provide much needed improved access to Alexandra Park and Palace. This supports the current refurbishment project in the East Wing of the Palace which will see visitor travel patterns change from mainly large events to a more continuous stream of visitors.

The Committee ask that during the construction phase disruption is kept to a minimum, especially around Avenue Gardens/ Wood Green Common, and that the area be made good on completion.

### **Camden Canals & Narrowboat Association**

The Association is in support of Crossrail 2 as it will reduce congestion on north-south routes in and out of King's Cross and improve access to their Regent's Canal mooring at King's Place, York Way. The Association has questions regarding how passengers would access the Crossrail 2 station from King's Cross mainline station.

### **Canal & River Trust**

Canal & River Trust has responsibility for a unique form of physical and community infrastructure (canals, rivers and non-operational docks) that will be affected by Crossrail 2.

Whilst the Trust considers that significant socio-economic benefits would arise from the regenerative impact of Crossrail 2 on the Tottenham Hale area and the wider Upper Lea Valley, they have concerns about the possible adverse effects of construction on its historic network of canal and river navigations.

The Trust will seek to ensure that its historic infrastructure is protected against the effects of ground movements resulting from the construction and operation of the proposed Crossrail 2 tunnels, and expects suitable mitigation measures to be implemented in advance of, during and post construction.

### **Dalston Conservation Area Advisory Committee (CAAC)**

Dalston CAAC support the proposals for a Crossrail 2 station in, but notes the proposed station access points and ventilation tunnels are in a sensitive and historic urban environment that is to become the Dalston Conservation Area. The proposed works could lead to the demolition of important buildings which would damage the character of Dalston town centre. The CAAC highlight that alternative sites exist that would be better suited to new development, including the Kingsland Shopping Centre site and the bus stand at Dalston Junction Station.

### **Friends of the Earth Tottenham and Wood Green**

Friends of the Earth support the principle of Crossrail 2. The group recognises the population in and around London is rising and that more homes and jobs are needed. The group notes that it is better to encourage travel by public transport rather than by car, so they accept that new infrastructure is needed. From a nature and green space perspective, the group's preferred option would be Wood Green, as there would be no loss of green space for the station. They note, however, that there would be a shaft within Downhills Park. If the Turnpike Lane/Alexandra Palace route is chosen then land at Palace Gates will be taken for a worksite but some of it will also be permanently transformed into hard standing or buildings for the new station.

The group feels that preservation should be a priority in decision making. The group requests that Network Rail and TfL work with the local community, planners and developers to identify possible new sites for natural habitat.

### **The Georgian Group**

The Group's response makes comments on the proposals for a station at Euston St Pancras. They are concerned over the location of worksite B, which would occupy an entire late Georgian terrace on the east of Eversholt Street. Although unlisted at present, these buildings could easily be given enhanced public amenity by restoration or sympathetic conversion. The Group fully expect this terrace to be retained under any Crossrail 2 proposals and would resist its demolition or significant alteration.

The Group also reiterated their comments made in the Safeguarding consultation in January 2015, regarding protection of buildings in the Dalston area.

### **Historic England**

Historic England state that all potential impacts of the emerging proposals on heritage assets must be considered in the context of the National Planning Policy Framework and National Planning Practice Guidance.

The Crossrail 2 proposals are close in proximity to, and could harm: 16 listed buildings; six conservation areas; numerous heritage assets; and, lead to the loss of a number of unlisted buildings dating from the 18<sup>th</sup> and 19<sup>th</sup> centuries. Significant archaeological remains should be anticipated within the core section of the route at many locations, including in and around King's Road, Tottenham Court Road and Euston.

### **Kingsland Conservation Area Advisory Committee**

The Kingsland Conservation Area Advisory Committee welcome the construction of Crossrail 2 through Dalston. Their main concern is the architectural and cultural impacts on the area, and they oppose construction at proposed sites B, C and D. Bradbury Street has been the sight of much regeneration work in recent years and provides a lot of employment opportunities locally.

The Committee are in favour of site A but would prefer the current building line along Kingsland Road to remain. They are also in favour of site E but oppose the demolition of the two Georgian buildings, 590-592 Kingsland Road, believing there is enough room already for the works to be carried out.

### **Lee Valley Regional Park Authority**

The Authority see the opportunities of the Crossrail 2 proposals as intrinsic to the extension of the rail network which will improve accessibility for visitors from a regional catchment, however feel that threats are linked to the potential scale of new development in such close proximity to the park.

The scale of the proposals will have considerable environmental impact on the Regional Park both during construction and through their operation, and the Authority seek clarification on the extent of any land take which may be required around the level crossings.

They are supportive of an eastern spur which would have the potential to serve the northern section of the Queen Elizabeth Olympic Park, and suggest a station at Picketts Lock is considered as part of the proposals.

### **London Wildlife Trust**

London Wildlife Trust in principle supports Crossrail 2 in order to enhance rail infrastructure as a means to reduce road-borne traffic and resulting air pollution. They want to ensure measures will be put in place to minimise the project's impact on London's natural environment, and if possible help to secure gains for biodiversity.

London Wildlife Trust has identified a number of wildlife sites that would be adversely impacted by the proposed works. One of these is part of an internationally and nationally statutorily designated site for nature conservation. The other seven are designated as local 'wildlife sites' identified by due process (Sites of Importance for Nature Conservation (SINC)).

It is unclear as to the exact scope of the portal works and their likely impacts on the wildlife sites, but the Trust expect these to be better determined as the design of the location and design of the infrastructure develops as the route is finalised. The proposals would need to demonstrate effective mitigation or compensation for any adverse impacts. This also applies under Policy 7.19 Biodiversity and Access to nature of the London Plan (2015).

### **Natural England**

Natural England's response sets out a scope of what it would expect to see in the Environmental Statement during the assessment of the Crossrail 2 scheme factors related to: Biodiversity and Geology; Internationally and Nationally Designated Sites; Sites of Specific Scientific Interest; Protected Species; Access and Recreation; and, Green Infrastructure.

### **Pimlico & Victoria Conservation Association**

The Association think much more care needs to be taken not to remove any period buildings and that even unlisted period buildings contribute to a texture of streetscape that is irreplaceable.

Regarding the proposals at Victoria, the Association believes the Terminus Place island site containing the Edwardian Victoria Arcade and curved apartment building is a landmark and should be restored. They suggest removing Eland House (now called Verde) or part of Cardinal Place for Crossrail 2 as these buildings are new and can be put back in an improved version.

### **Port of London Authority (PLA)**

The PLA highlight issues regarding the tunnel design and construction method for Crossrail 2, and its impact on the Thames and existing moorings. They mention that the London Plan encourages the use of sustainable transport and acknowledges that there might be a significant demand for freight transportation by water. They raise issues surrounding the environmental impacts of the removal of spoil and delivery of tunnel lining segments. They require further details on this aspect of the project.

They also highlight concern over the lack of information on the impacts to biodiversity on the Thames and thus require further clarification on the impacts and how these will be mitigated. They recommend that the cumulative effects considered should include the Thames Tideway Tunnel as it overlaps with the Crossrail 2 link.

### **The Victorian Society**

The members of the Victorian Society recognise the huge benefits that Crossrail 2 will bring, and accept that buildings will need to be demolished in order to facilitate its construction and operation. The members of the Victorian Society welcome the fact that the original plans have

already been revised, in order to protect the row of listed buildings on Islington High Street, as well as 250 Kings Road and 151 Sydney Street.

They do however have concerns over some current proposals, and ask that they be reassessed in order to protect local heritage assets, and suggest alternative locations for some work sites. Their concerns lie with the following proposals: Dalston; Angel; Euston St. Pancras; Tottenham Court Road; Victoria; and, Wimbledon.

### **Wandle Valley Forum**

Wandle Valley Forum is primarily a consultative forum on Wandle Valley issues and its diverse network of open spaces. The eastern side of the Crossrail 2 proposed site for a depot and stabling facility at Weir Road, lies within the Wandle Valley Regional Park, specifically along the course of the River Wandle.

As such the forum are concerned about the potential loss of existing green space and the negative impact on the Wandle Trail. They argue that the river provides an important natural habitat and is an essential public amenity. They state that overwhelming evidence would need to be provided to demonstrate the proposed worksite was essential and that the benefits outweighed the very considerable negative impacts.

Wandle Valley Forum urges the new proposals to be based on further assessment of the potential impact on the River Wandle, associated green corridor and the Wandle Trail. Furthermore, the forum would welcome the opportunity of further discussion about the details of the proposals.

## **Investment/Property**

### **British Land and the Universities Superannuation Scheme (USS)**

British Land and USS are joint owners of the Eden Walk Shopping Centre in Kingston, and are in support of the Crossrail 2 proposals serving Kingston town centre. British Land and USS fully support the Crossrail 2 proposals including the proposed suburban routes and stations.

They understand that the delivery of Crossrail 2 would be accompanied by station improvement work, including platform work and the installation of new lifts. While this is supported and considered necessary, they believe the proposals should also ensure that connectivity at each station on the suburban route is reviewed to ensure that there is sufficient infrastructure in place to facilitate the anticipated increase in footfall. Within Kingston it is imperative that the new station integrates into the town centre and facilitates easy movement to and from the town centre and key development areas to ensure sustainable growth.

### **The Cadogan Estate**

The Cadogan Estate supports in principle the location of a new station on the King's Road. The Cadogan Estate notes that a significant proportion of the area identified for the eastern station shaft falls within the Estate's ownership. The Estate suggest that further discussions need to take place with Crossrail 2 directly in order to understand the implications more clearly.

### **Derwent**

The group company Derwent Valley Central Limited have land holdings in excess of 1.5 million square feet in the area around the Tottenham Court Road station development, but believe Crossrail 2 plans at present do not make the most of the opportunity to deliver significant regeneration in the area to mirror what has been achieved as part of Crossrail 1 development. The Group propose to work with Crossrail 2, as they did with Crossrail 1, to conclude a collaboration agreement allowing for the handing back of a site with significant regeneration potential after station works have been constructed. As well as maximising regeneration opportunities, this will also make best use of public funds and minimise the need for compulsory acquisition.

### **Entrecote Restaurant**

Entrecote Restaurant, which is situated at the junction of Dean Street and Romilly Street in Soho, objects to the proposals for a Crossrail 2 station in Soho. Entrecote feels that locating a station here would disturb aspects of the village feel of the area, and would be detrimental to the local business community.

### **Grosvenor**

Grosvenor Estate Belgravia and Grosvenor West End Properties gave comments regarding the Victoria station proposals. They gave suggestions to improve the current proposals, including alternative entrance locations, and public realm and placemaking improvements for both during and after construction. Grosvenor also stated concerns regarding certain elements of the construction phase, including the resulting blight on some of their properties, and the current extent of safeguarding.

### **Land Securities**

Land Securities strongly support the delivery of Crossrail 2, as they support any investment in London's infrastructure that will improve the permeability and accessibility of the city.

Land Securities strongly supports Crossrail 2 at Euston St. Pancras, but requires sufficient detail that the mechanisms for interchange with the existing Underground network will work.

### **NHS Property Services**

NHS Property Services support the proposed station location at Balham and the Hackney eastern route, although they would welcome additional information about this section of the route. In regards to the proposed service between Dalston and Seven Sisters, NHS Property Services has identified a gap in the station provision and would welcome further information on the justification for this gap. Finally, NHS Property Services owns and manages Soho Hospital which is in close proximity to Soho Square, a proposed, and would request a discussion with TfL on how the property might be affected particularly during construction.

### **Standard Life Investments**

Standard Life Investments owns the freehold interest in Centre Court Shopping Centre, and their response focuses on the potential effects that Crossrail 2 may have on the shopping centre and more generally Wimbledon town centre. Standard Life Investments remain unclear about the purpose and scope of this consultation, which raises a number of legal issues and potential difficulties.

The new proposals show the entirety of Centre Court Shopping Centre as a proposed worksite, which will impact on the value of this asset, and have profound implications on the current and future operation of the shopping centre. They feel it is entirely inappropriate for TfL to consult on only one option for Wimbledon, given the scale of disruption and destruction of the town centre this option will cause.

### **Thompson Management and Development**

Thompson Management and Development (TMD) objects the proposals for a Crossrail 2 station at Wimbledon. TMD feels that no case has been made for a surface station in Wimbledon, with no proper details given for the change from the original proposal based on going underground at Raynes Park. It is felt that the works would destroy the successful retail core of Wimbledon town centre, and put pressure on the town centre to accommodate high density development around the station, as has occurred at other major transport hubs.

Further specific objections made by TMD regarding the Wimbledon proposals related to traffic and congestion issues in the town centre, land take and compensation for local businesses or residents for their losses.

### **Trebury Property Management Company, on behalf of No. 55 Ebury Street**

Trebury Property Management Company have responded on behalf of the residents of No. 55 Ebury Street. Although supportive of Crossrail 2 in general, the residents state concerns over the proposals for a station at Victoria. The implementation of the work needed will have a serious and damaging effect on their property adjacent to the proposed demolition work and construction of Crossrail 2.

Structural and conditional surveys of the building must be carried out, and sound deadening hoarding must be constructed between the building and the construction works. Noisy work should be limited to certain hours interspaced with periods of quiet times.

The residents are opposed to the siting of an entrance at site A on Ebury Street. They also state that both Lower Belgrave Street and Buckingham Palace Road remain open throughout any construction works.

**Westminster Property Association**

The Westminster Property Association (WPA) is firmly in support of Crossrail 2 and welcomes the clear benefits it will bring to London and the South East, citing home creation, job provision and meeting growth as key benefits. Construction impacts should be mitigated as far as possible, bearing in mind the number of large scale public capital projects, together with private investments.

## Transport/User Groups

### **Abellio Greater Anglia (AGA) Customer Panel (West Anglia)**

The AGA Customer Panel supports the Crossrail 2 proposals, in particular a station at Tottenham Hale assuming it will integrate with the existing station, which they view as a significant transport hub. They think that the current station design is not enough to fulfil its potential.

The Panel do not support the proposals for the Broxbourne branch, which they argue falls short of an adequate strategy for out of London commuting. They propose that Crossrail 2 should be extended from Broxbourne to Herford East and Harlow Mill noting that there is little need for additional infrastructure as the line already exists. Harlow Town offers itself as a terminus and is set to grow both in population and in terms of business, as it is an Enterprise Zone.

They note that stations from Northumberland Park to Enfield Lock should be served by Crossrail 2 and a new station at Pickett's Lock would be appropriate. They suggest that the level crossings that remain should be closed and replaced by bridges soon.

### **Campaign for Better Transport (London Group)**

The Campaign for Better Transport (London Group) is generally in favour of the proposals but are anxious to avoid encouraging long distance commuting.

The Group state support for stations at Wood Green, Tottenham Hale, King's Road Chelsea and Tooting, whilst stating some concerns over proposals for stations at Angel, Euston St. Pancras and Clapham Junction. A branch east to the region of Stratford would be preferable than the New Southgate branch, and they welcome the extra services to the Lee Valley and the potential for Crossrail 2 to extend to Stansted Airport, with the benefit of four tracks. They view changing the level crossing replacements as fundamental and feel that a new bridge would be necessary at Brimsdown.

The Group state that all stations should be fully accessible and should have at least two entrances, preferably at each end of the platforms, so as to avoid congestion. There should also be accommodation on trains for cycles and ample cycle storage at all stations.

### **Clapham Junction Action Group (CJAG)**

CJAG have long advocated a master plan to redevelop Clapham Junction station and believe that Crossrail 2 addresses the needs for a proper and ambitious plan for a station redevelopment. The proposed location at Grant Road will create a properly integrated interchange to London Overground and National Rail services. CJAG note, however, some concerns over the differences in the proposed worksites shown on the maps published in March 2015, to those published in October 2015.

With regards to the proposals at Balham, CJAG believe that Tooting is a more suitable location for a Crossrail 2 station. Balham already has a main train line linking to Clapham Junction, allowing passengers to link with Crossrail 2 here, and Tooting lacks such transport links. Also, the regeneration stimulated by a station in Tooting would provide mitigating funding towards the £500 million difference.

### **Clapham Transport Users Group**

The Group welcome Crossrail 2 and consider that, in providing alternatives to the Northern line in south London, it will relieve pressure from Northern line trains which are heavily crowded entering Clapham Common and Clapham North tube stations.

They are supportive of a Crossrail 2 station at Balham, as being closer to Clapham Common than the Tooting option, this will help remove passengers from Northern line trains entering Clapham South/Common/North in the morning commute. Balham also has strong suburban rail links on the Southern Trains network, which will create new services and quicker onwards connectivity to Surrey and Heathrow Airport for Clapham residents.

The Group would like to see Clapham-specific measures introduced alongside Crossrail 2 to address the critical tube and bus overcrowding in the Clapham area. These measures can be seen in the Group's full response.

CTUG also offer wider thinking about future Crossrail links, including the suggestion of 'Crossrail 2b' which could run to West Croydon via Clapham North, Streatham and Norwood, and 'Crossrail 3' which could run from West Croydon, Streatham and Clapham North and serve a new Cross-London Underground network of stations.

### **Confederation of Passenger Transport**

Confederation of Passenger Transport is broadly supportive of the proposals for Crossrail 2, providing it does not inhibit or damage other existing transport links and services, restrict their growth or limit the choice available to customers.

They are concerned over proposals for the removal of facilities at Victoria Coach Station. The facilities are a valuable asset to the many thousands of travellers who pass through the station every single day, and suitable alternatives must be provided in advance of any withdrawal and closure of the station.

### **Crystal Palace Transition Town Sustainable Transport Group**

The Transport Group is in support of the Crossrail 2 proposals and suggests that, given the importance of Euston, St Pancras and King's Cross stations as national and international interchanges, an underground pedestrian link with an airport style moving walkway between the stations should be considered. The Transport Group is strongly in support of a station on the King's Road and a station in Balham, as it has better interchange opportunities with services on the Southern Line.

### **Friends of Capital Transport Campaign**

Friends of Capital Transport Campaign strongly support the Crossrail 2 proposals, however, they are against a Crossrail 2 station at New Southgate as they believe the originally proposed and safeguarded route through Hackney Central remains a far higher priority.

They believe Tottenham Hale is an important interchange and they strongly support a station here to support the Broxbourne branch.

### **London TravelWatch**

London TravelWatch fully supports Crossrail 2, but emphasises that the success of the project lies in the quality of the interchanges that will be created. The quality of the overall journey for

Crossrail 2 passengers relies on how well the interchange integrates with other transport services such as the London Underground, National Rail or surface transport.

London TravelWatch also emphasise the importance of early intervention on the classic network before operation of Crossrail 2. The proposed four-tracking of the Lee Valley route through Angel Road, Clapham Junction and other congested parts of the network are already at/over capacity at peak times, or unable to provide additional services necessary to accommodate current or predicted demand.

#### **Potters Bar and St. Albans Transport User Group**

Potters Bar and St. Albans Transport User Group supports Crossrail 2 stating it should serve the busiest routes and presumably would be a separate TFL franchise or concession, from Crossrail 1 and London Overground.

Their general comments on Crossrail 2 were as follows:

The Group stated support for stations at: New Southgate; Turnpike Lane; Alexandra Palace; Wood Green; Tottenham Hale; Seven Sisters; Angel; Tottenham Court Road; Clapham Junction; Balham; and, Broxbourne.

The Group were unsupportive of a station at Dalston as it will slow journey times, and feel Euston St Pancras will cause confusion to passengers as it combines two separate stations. The group also commented that space is limited at Wimbledon and they question whether Crossrail 2 could be incorporated within the existing station, adjacent to the tube platforms on the west side of the station.

#### **Railfuture - Infrastructure & Networks Group**

Railfuture supports the Crossrail 2 proposals and recommend that the development proceeds rapidly. It asks how the eight paths into Waterloo which will be released by Crossrail 2 will be used, and feel this issue should have been included in the consultation.

Railfuture stated support for specific elements of the proposals, including stations at New Southgate, Tottenham Hale, Alexandra Palace and Turnpike Lane, Seven Sisters, Dalston, Euston St. Pancras, Tottenham Court Road, Victoria, King's Road, Clapham Junction, Balham and Wimbledon. They also stated support for the stations and removal of level crossings on the Broxbourne branch and between Raynes Park, New Malden and Motspur Park.

Further information was requested by Railfuture regarding the proposals for the Shepperton branch, Hampton Court branch and the Epsom branch.

#### **South East Rail Group**

South East Rail supports the latest developments to the Crossrail 2 proposals and stresses the importance of starting the Parliamentary process and construction before 2020.

It requests an additional station is included at Stoke Newington and that the line is extended to Potter's Bar and Hertford East. The Group would prefer the link to New Southgate to run via Alexandra Palace and Turnpike Lane, rather than Wood Green.

The Group recommend adding two additional tracks to the Lea Valley line when constructing the route to Tottenham Hale, and recommends rebuilding the station at Seven Sisters to enable quick and easy interchange between lines. Finally, South East Rail supports the proposals for a station at King's Road.

### **Transport for All**

Transport for All welcomes the fact that all Crossrail 2 stations will be fully step free. They would, however, like to emphasise that there is more to accessibility than being step-free. Transport for All asks Crossrail 2 to engage and consult genuinely with disabled and older people when awarding franchises for the design of stations, rolling stock and signage.

They also emphasise the importance of accessible toilet provision, and hope that unlike Crossrail 1 these are implemented at all Crossrail 2 stations, as well as on trains.

### **The Victoria Interchange Group (VIG)**

VIG is generally supportive of Crossrail 2 as a concept, and states that Crossrail 2 would make no sense without a station at Victoria. They do note, however, the very substantial disruption that would be caused over a period of up to a decade. VIG is of the view that design, construction methodologies and associated codes of practice must be developed to minimise any disruption as a priority, even if this is more difficult and/or more costly.

VIG state a lack of hard numbers in the Crossrail 2 consultation materials. Without the actual engineering evidence, passenger figures, and assessing their credibility, it is not possible to understand and comment fully on the different aspects of the proposals.

## Other

### **The Alexandra Park and Palace Charitable Trust (APPCT)**

The Alexandra Park Palace Charitable Trust (APPCT) is in favour of Crossrail 2. The Trust supports the Alexandra Palace and Turnpike Lane option, whilst also noting that a Crossrail 2 station at Wood Green may have greater strategic economic impact potential than the two station option.

APPCT believes the two station route alignment option via Alexandra Palace would improve the profile of Alexandra Park and Palace. This would have several benefits:

- More attractive prospect for potential funders and investors;
- Increased accessibility to visitors;
- Provide more interchange options with Great Northern services; and,
- Strengthen the regional and national profile of Alexandra Park and Palace.

### **Balham Baptist Church**

Balham Baptist Church is concerned about the impact on the Balham community and the proposed loss of Waitrose supermarket. The Church agrees with other parties that a station in Tooting would be more beneficial.

### **British Board of Film Classification**

The comments made by the British Board of Film Classification (BBFC) are related to the location of grout shafts at and around Soho Square, in relation to a station at Tottenham Court Road. The BBFC raises several questions about the siting of grout shafts, including the exact locations, associated noise, disruption and road closures, and impact on BBFC deliveries to their building.

The BBFC would appreciate the opportunity to discuss these questions to ascertain the impacts on the operation of their business.

### **Everyday Church Wimbledon**

As a community organisation, The Everyday Church Wimbledon (ECW) principally supports the strategic objectives of the London Plan, and applauds TfL and Network Rail's planning for longer term growth.

ECW reluctantly objects to the Wimbledon station proposal in its current form as it does not take adequate consideration of social impact nor does it maximise the opportunity to grow the much needed complimentary social infrastructure. It is felt that it would jeopardise the growth and success of the organisation, and would have a significant impact on the existing social infrastructure of Wimbledon.

Whilst ECW would prefer that its building was not disturbed, if no reasonable alternative can be found, the Church is keen to engage with TfL as early as possible to reduce and mitigate its detrimental impact.

### **Hertfordshire Fire & Rescue Service**

Hertfordshire Fire & Rescue Service comment specifically on fire and rescue issues related to the Broxbourne branch of Crossrail 2.

Fire Service resources must be maintained at all times when the construction work is being completed at either station or track locations. They also suggested that no vehicular level crossings should be removed on the branch and that Fire Services must be maintained at existing crossings.

### **Highways England**

Highways England encourages the development of national infrastructure links such as Crossrail 2 and encourages the development of an integrated transport system. But, they set out a number of areas regarding Crossrail 2 where they require additional information. The main concern is in regards to any impacts on the M25 and Strategic Road Network (SRN), including tunnelling under elevated sections of the M25, and the removal of excavated materials by road.

### **HMP Wandsworth**

HMP Wandsworth is concerned about the impacts on the prison during the construction phase of the project. The prison also has concerns about subsidence or other physical disruption to prison land including the car parks.

### **House and Chapel of St Barnabas**

This is a combined response from the Soho Square Garden Committee and The House of St Barnabas, based in Soho Square. They stress the importance of continued communication and engagement with local residents and business owners, as it the case presently for the Crossrail 1 works. They state that signage and hoardings should continue to be consulted on, as well as issues of acquisition and return of real property. Access must remain to the Square Gardens throughout any works, and they are open to further discussions about how the Gardens are to be used during the construction phase. Monitoring must take place before, during and after any construction works to ensure no damage to any properties.

They make useful suggestions regarding setting up sub-groups that focus on different impacts of the construction phase e.g. a pedestrian and cycling group, and a traffic group, to be consulted with when any developments in the proposals occur. They also make reference to their efforts of being constructive with those who oppose Crossrail 2 going beneath their location by explaining how they have worked with local authorities and LUL/Crossrail 1.

### **London Fire and Emergency Planning Authority (LFEPA)**

London Fire and Emergency Planning Authority (LFEPA) fully support the amendment in the latest plans for Crossrail 2 at King's Road Chelsea, which now exclude Chelsea fire station in its entirety.

The safeguarding of Chelsea fire station has had a significant negative effect on their client's property. It has continued to frustrate LFEPA's objective of redeveloping the property, to provide a new fire station, and to release latent value from the site to provide much needed investment in their fire stations across London generally.

### **Hope Church, Islington**

Hope Church is strongly in favour of Crossrail 2 in general, and states particular support for stations at Angel and King's Road Chelsea.

### **Institution of Civil Engineers (ICE)**

ICE see Crossrail 2 as a priority infrastructure project given its forecast beneficial impacts on transport relief and economic development. They state efficiency savings are likely to be possible during construction, and that early engagement should take place with all relevant stakeholders, such as utility companies and infrastructure owners, to minimise build costs.

Early planning should take place regarding London's wider infrastructure, and the role Crossrail 2 can play in energy efficiencies such as designing energy cooling from the ground around the tunnels and to supply heating and cooling to local building networks around shafts and stations.

ICE is supportive of an eastern spur, linking to potential housing developments in Opportunity Areas in east London.

### **London Fire Brigade**

The London Fire Brigade supports Crossrail 2 overall as part of the Mayor's Transport Policy for London. They would like to see the same engagement with Blue Light Services that was undertaken for the development of Crossrail incorporated into the Crossrail 2 development, to provide greater efficiency in services and cost effectiveness.

### **Markfield Beam Engine and Museum**

Markfield Beam Engine and Museum are greatly concerned with the proposed location of the Crossrail 2 Tottenham Hale tunnel portal worksite, and construction timescales. The proposed worksite sits either side of, and crosses, Markfield Road. It would impede the waste site continuing to the back of the Markfield Beam Engine and Museum property. The construction proposals would bring about environmental impacts and impact service delivery and viability of the Museum and surrounding facilities.

The Crossrail 2 proposals also conflict with the Tottenham Strategic Regeneration Framework (March 2014).

The Museum states that support for the project could be considered, contingent on two main changes being brought forward:

- The proposed tunnel alignment through Tottenham Hale; and,
- The position of the Crossrail 2 tunnel junction, currently proposed for Stamford Hill (should be moved north).

### **Public & Commercial Services Union**

Public & Commercial Services Union proposes Crossrail 2 amendments at and around Clapham Junction station, including an additional footbridge to accommodate increased future pedestrian flows, and a new pedestrian access onto the footbridge on the southern side, encroaching on the shopping centre adjacent to 160 Falcon Road.

Public & Commercial Services Union request further details regarding many aspects of the proposals at Clapham Junction, which can be seen in their full response.

### **The Royal Brompton and Harefield Hospitals Charity**

The Charity is supportive of the proposals for a station at King's Road Chelsea, and in particular the safeguarding site. A station here will improve congestion on the existing road network in Chelsea, and encourage more people to use public transport through improved transport

connectivity. The improved transport connectivity will stimulate local growth and inward investment by attracting new businesses to the area, and through the regeneration benefits.

### **Royal Brompton and Harefield NHS Foundation Trust**

Whilst the Trust does not object to the principle of improving public transport, locating a Crossrail 2 station on their land in Chelsea will prevent the Trust from continuing its vital programme of inpatient care. This places an unacceptable level of risk on the future of the hospital, and will damage patient provision.

In addition to the hospital's main campus on Sydney Street, the Trust owns other property in the locality which provides much needed rental income. Many of these properties are within the safeguarding limits, and the latest plans indicate at least two properties are required for Crossrail 2. Due to the blight on these properties for over a decade and loss of rental income, plans to upgrade much needed patient facilities are under significant threat.

### **The Royal Marsden NHS Foundation Trust**

The Royal Marsden NHS Foundation Trust continue to support in principle the Crossrail 2 project as a whole. They are concerned, however, about the proposed location for the station at King's Road Chelsea and the safeguarding land implications on the Royal Brompton's plans for development.

The proposed safeguarding compromises The Royal Brompton's ability to redevelop their site in Chelsea and therefore remains an impediment to The Royal Marsden NHS Foundation Trust developing any shared "medical quarter" that they are currently exploring with NHS England. Crossrail 2 as currently proposed hinders the development of an ambitious healthcare campus in Chelsea rather than supporting it.

Given the revised location and therefore a revision to the safeguarding directive, The Royal Marsden does not support the proposal within Chelsea as it is currently configured.

### **Royal Mail**

Royal Mail needs assurance that the proposed tunnel forming the Hackney branch between Angel and Dalston will not compromise the structural integrity of the Islington Delivery Office building, nor that noise and vibration during construction and subsequent use of the tunnel will interfere with the operation of the delivery office.

In order to construct a tunnel shaft between Angel and Dalston a major worksite will be required adjacent to the delivery office. Given the proximity of all three worksite options to the delivery office, the 6 year timescale of the construction works and the likely conflict between construction traffic and delivery office vehicles at New North Road, significant disruption will be caused to the delivery office.

Royal Mail requests that TfL not only re-evaluate the location of its worksites, but conduct a full environmental study before the location is finalised.

### **The Royal Town Planning Institute**

The Royal Town Planning Institute states that they regard the Crossrail 2 proposals as a good example of proactive planning and a driver for sustainable development. The Institute advises that stakeholder and community engagement throughout the planning process is vital, as well as emphasising the importance of working closely with professional planners to optimise the benefits to places around stations.

It also states that the Crossrail 2 scheme should be integrated into broader strategies for transport at various levels.

#### **St Anne's Church Hoxton, Diocese of London, Church of England**

The Reverend Woods has concerns about the significant impact the long term construction of the shaft at Shoreditch Park will have on the wellbeing of the area. The area around the park is very residential, and reassurance and proper compensation is requested regarding minimising disturbance during the construction works.

#### **St George's University Hospitals NHS Foundation Trust**

The Trust strongly agrees with Crossrail 2 but has concerns with the change of route from Tooting Broadway to Balham. St George's is the largest healthcare provider, major teaching hospital and tertiary centre for south west London, Surrey, and beyond and continued patient growth to the Tooting site will be aided by a Crossrail 2 link to Tooting Broadway. It would also offer step free access to patients, many of whom have to drive to the hospital at present.

The Trust also state that St George's is the largest single employer in Wandsworth, with a workforce of over 8500 members of dedicated staff. Two thirds of them commute over 5km each day, and whilst the Trust encourages the use of public transport in order to lessen the impact on the local road network, the current transport infrastructure is unable to support this. The 2015 Staff Travel Survey showed that a quarter of St. Georges workforce drove to work and the two main motivations behind their choice of transport were availability and convenience. However, 28% of staff stated that they would use public transport if there was a more frequent and reliable service available.

#### **St Pancras Church**

In general, the Church welcomes the proposals to create a Crossrail 2 station serving both Euston and Kings Cross/St Pancras. The Church particularly welcomes the proposals to remove excavated material by tunnel and to minimise noise and vibration during construction and when the service is operational.

The Crossrail 2 proposals says very little about HS2 and the Church believes that for local residents it is vital that Crossrail 2 & HS2 plan their construction work so as to cause minimal disruption. It is imperative to the Church that local open spaces are preserved during the construction stages. The mature trees in Euston Gardens (Site E) should be as protected as carefully as the Grade II listed War Memorial.

#### **The Theatres Trust**

The Theatres Trust recognises the need to provide the additional infrastructure that Crossrail 2 will deliver and the benefits it will bring to London, the South East and beyond. They want to ensure that Crossrail 2 has a positive effect on the continuing success of theatre in London and that its construction causes no harm to the theatre buildings on the safeguarded route particularly between Angel to Victoria through the West End. Theatre buildings are extremely vulnerable to external sources of noise and vibration. Noise can impact upon a theatre's ability to attract and stage shows, and therefore their long term viability. They request further consultation takes place with theatre building representatives and heritage related National Amenity Societies and The Theatres Trust.

### **University College London Hospitals NHS Foundation Trust**

The Trust supports the Crossrail 2 proposals but has some material concerns related to the protection and safeguarding of normal hospital operations. Many of the hospitals properties are situated above the running tunnels shown on Safeguarding Directions Sheet No 24. The hospital is extremely concerned about the impact of construction tunnelling on sensitive clinical and research equipment within these buildings, and also the impact of piling restrictions on the proposed Phase 6 hospital development.

They are also concerned about the impact of Crossrail 2 construction activities overlaying the extensive disruption to the Euston area resulting from HS2 construction activities.

# F Petitions and Campaigns

## Save Shoreditch Park

F.1 The following text was taken from the *Save Shoreditch Park* Petition:

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Transport for London have included Shoreditch Park as **a potential ventilation shaft and construction site** for the proposed Crossrail 2 underground railway which is **currently in the early stages of consultation**. The construction site would cover approximately one fifth of the western part of the park.

We recognise that Crossrail 2 will greatly improve public transport capacity in Hackney, taking cars off our roads, and making our journeys to work quicker and safer. We also recognise that the design of the railway means that a ventilation shaft is required in this part of Hackney.

However we do not think this should be at the expense of Hoxton's only significant open green space.

Shoreditch Park is the garden of thousands of people who live in flats next to and near our park. It is where our children play, we walk our dogs, play sport, take part in local events, and lie back and enjoy the summer sunshine. It is not a suitable site for a construction site - whether that be for one month, one year or - as Transport for London are proposing - three to six years.

Therefore we urge Transport for London in the strongest terms to ensure that the construction site and shaft required in north Hoxton to be put somewhere other than Shoreditch Park. Whilst we recognise consultation for Crossrail 2 is in its early stages - with construction not beginning until 2020 or beyond - we think it is important that this issue of great concern is resolved as soon as possible.

Supported by:

Councillors Kam Adams, Feryal Demirci, Tom Ebbutt, Phil Glanville, Clayeon McKenzie and Carole Williams, Hackney Councillors for Hoxton East and Shoreditch Ward and Hoxton West Ward with the community of Hoxton and beyond.

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F.2 Of the 344 respondents, 160 chose to leave additional comments supporting their signature. These comments are summarised in Table F.1 below.

**Table F.1: Additional comments given by respondents to the *Save Shoreditch Park* Petition**

Comment	Number of comments
This is the only green space in the area	85
Much loved and used community space – will affect well being	79
Use one of the alternative sites suggested	45
More effort needed to find an alternative site, e.g. many empty warehouses/car parks nearby	30
Densely populated area with further housing developments planned – need green space	24
Concern about disruption to residents	20
Local residents do not have gardens/outdoor space	11
Against loss of London’s green spaces generally	10
The park has only recently been landscaped	5
Construction will restrict access to the park	4
Will worsen pollution	4
Supportive of Crossrail 2	2
Suggest locating shaft in centre of Old Street roundabout	2
Against demolition of Britannia Leisure Centre	2
Concern about impact on house prices e.g. they will reduce	1
Build on and then redevelop Britannia Leisure Centre	1
No comments given	184
<b>Total</b>	<b>508</b>

## Save Bradbury Street

F.3 Of the 126 people who signed the *Save Bradbury Street* petition, almost all chose to leave additional comments supporting their signature. These comments are summarised in Table F.2 below.

**Table F.2: Additional comments given by respondents to the *Save Bradbury Street* petition**

Comment	Number of comments
Will destroy the community/businesses	83
Do not destroy homes	52
There are alternative options that do not destroy Bradbury Street	40
Bradbury Street is part of Dalston’s heritage	20
It is a lovely street	8
Do not destroy Bradbury Street	6
Move worksite to Kingsland Shopping Centre (being redeveloped anyway)	4
This is unnecessary	3
Incorporate worksite into Dalston Kingsland station	1
No comments given	1
<b>Total</b>	<b>218</b>

## Imperial Wharf Campaign

F.4 The Imperial Wharf Campaign asked respondents two open questions. The results of these are shown in Tables F.3 and F.4.

F.5 The number of respondents who answered question one of the campaign questionnaire was 956.

**Table F.3: Q1 Do you have any comments about the proposals for a Crossrail 2 station at King’s Road Chelsea? I want Crossrail 2 to stop at Imperial Wharf instead because....**

	Key Themes	Number of comments	Total comments	% comments
Supportive	Transport/capacity/connectivity	1,010	<b>1,326</b>	<b>76%</b>
	Regeneration/development	101		
	General supportive comments	92		
	Environment/social	54		
	Construction	27		
	Cost/finance	22		
	Economy	14		
	Suggestions/route options	6		
Issues and concerns	Transport/capacity/connectivity	56	<b>132</b>	<b>8%</b>
	Conservation/heritage	40		
	Environment/social	25		
	General unsupportive comments	6		
	Suggestions/route options	5		
Neutral/Unknown	Transport/capacity/connectivity	260	<b>282</b>	<b>16%</b>
	Economy	16		
	Suggestions/route options	4		
	Environment/social	2		
<b>Total (all comments)</b>			<b>1,740</b>	

F.6 The number of respondents who answered question two of the campaign questionnaire was 384.

**Table F.4: Q2 Do you have any comments on the proposals for Crossrail 2 overall? Campaign responses.**

Theme	Number of comments	% of comments
Supportive comments	347	62%
Route options	117	21%
Timescales	53	9%
Wider improvements	15	3%
Environment	9	2%
Localised impacts	7	1%
Request for further information	5	1%
Accessibility	4	1%
Conservation/regeneration	2	<1%
Comment on the consultation	1	<1%
Unsupportive comments	1	<1%
<b>Total</b>	<b>561</b>	<b>100%</b>

## **Save Wandsworth Common Again**

- F.7 The following text was taken from the 'Save Wandsworth Common Again' petition which attracted written signatures:

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By signing below we are agreeing that we are against the proposed siting of a ventilation shaft and head house on Wandsworth Common at the top of Honeywell Road, and the resultant destruction of wildlife habitat, school sports fields, general playing fields, and loss of one of London's most scenic outlooks.

We are against the works on the grounds of safety to children given that the area has the highest density of schools in Europe, and disruption to one of London's most iconic 'village' streets in Northcote Road, all of which would be major issues for up to 7 years of work.

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## **Streatham Action Group**

- F.8 The text below was taken from the written petition which was submitted as part of the Streatham Action Group's response to the consultation:

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We, the undersigned, call upon Transport for London, Network Rail and the Mayor of London to commence detailed analysis into a route for Crossrail 2 (CR2) that will incorporate Streatham.

CR2 is consulting on a revised route for this proposed new line to run through Balham rather than Tooting Broadway as first planned. We are campaigning for the CR2 line to come to Streatham station, alongside a reinstated Tooting Broadway in place of Balham to provide Northern line connectivity and access to St George's Hospital, because:

Streatham has experienced an unforeseen surge in population over the past 5 years since Streatham was last assessed, and discounted, by CR2, namely a 16% average increase across the four central Streatham wards.

58.4% more people use Streatham station than 5 years ago.

the area around Streatham station offers substantial opportunity for economic regeneration in the form of new shops, new affordable housing and more jobs, which will be wasted without a CR2 station.

Uncertainty surround the exact route provides Streatham with this golden opportunity to secure long-awaited and desperately needed major transport investment and thereby to secure a new "hub" status for Streatham station

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Read more at [www.streathamaction.org.uk](http://www.streathamaction.org.uk)

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## **Balham or Tooting – Dan Watkins**

F.9 The following text was taken from this survey's website, [www.balhamortooting.org.uk](http://www.balhamortooting.org.uk)

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Crossrail 2 is the new tube line through Wandsworth and into central London.

Our local station had been planned at Tooting Broadway, but Transport for London (TfL) has discovered difficult ground conditions under Tooting and is thinking of moving the station to Balham.

Tooting was originally chosen as it is more in need of the economic boost and better rail connectivity that Crossrail 2 will bring. However, by moving the station to Balham the cost of Crossrail 2 will be less and surface disruption during construction will be reduced.

Wandsworth Council still believes a station at Tooting Broadway will deliver the maximum benefit to our area – but what do you think?

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## **Electrowerkz**

F.10 The following text was taken from the petition:

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Electrowerkz in Torrens Street, behind Angel Tube station is another iconic London music venue that the Crossrail developers seem intent on destroying. It has been home for several decades to some of the most world renowned and groundbreaking alternative music clubs and events. I recently read that, as Mayor Of London, you have just commissioned a report concerning the loss of music venues across the city and how to put a halt to this before London is completely sanitised and loses any of its legacy of popular and alternative culture. The constant onslaught by TFL and Crossrail who recently levelled the famous London Astoria in Charing Cross Road and all the historical music venues, shops and rehearsal/recording studios in Denmark Street opposite and are still fighting to have their way by flattening Camden's legendary Electric Ballroom is a huge part of this problem which you seem to be endorsing. Which is it? What are your priorities here? These companies are using the excuse of increasing access to these areas, especially for tourism, but as they wipe out these venues, surely it's obvious London will become a homogenised wasteland devoid of any cultural significance that tourists will have no reason to visit. London was for a very long time looked upon as the worldwide centre of popular and alternative culture but acts of cultural vandalism like this are destroying that legacy. Please stop this rot and protect this iconic venue's future!

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## Residents of Littleton Street

- F.11 The following text was taken from the petition submitted to the consultation by the Residents of Littleton Street, Earlsfield:

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Thank you for giving us the opportunity to comment on proposals for Crossrail 2. As residents of Littleton Street, Earlsfield, we strongly urge you to consider locating the proposed station at Tooting Broadway instead of Balham and we have the following **collective comments and concerns** regarding the route proposals.

### 1. We oppose a Crossrail 2 station at Balham

Balham already has very good transport links; the London Underground and National Rail Network. Bus services are also excellent. The majority of residents do not want Crossrail 2 to run through Balham. A current survey\* indicates that 80% of residents of Tooting (and Balham) want the route to go via Tooting Broadway as originally planned. Tooting Broadway has a large teaching hospital and is one of only four trauma centres in London. Transport links at Tooting are currently inadequate and we know that the St George's Hospital Trust are lobbying for a station at Tooting to provide much needed disabled access. A full economic analysis needs to be urgently undertaken to calculate the long-term economic benefit of a new station at Tooting Broadway versus Balham. Crossrail's objections to the Tooting site on the grounds of increased cost, construction time and surface area required appear unjustifiable given the total cost of the build and operation lifetime of the line.

\*Web-based survey run by Dan Watkins at [www.balhamortooting.org.uk](http://www.balhamortooting.org.uk)

### 2. Crossrail 2 would make public transport at Earlsfield worse, not better.

The problem with the route passing under Earlsfield has not been fully assessed nor has there been sufficient opportunity for residents to comment via the consultation website. At approximately 3 miles from Balham and 2.5 miles from Wimbledon, Earlsfield will realise none of the benefits but suffer much of the blight. Engineers have not yet undertaken a full geological assessment of ground conditions at Balham or Earlsfield which makes it hard to see how they can favour this route until this has been completed.

Little attention has been paid to the effect that the route would have on the number of trains running through Earlsfield mainline station. Network Rail have informed us that there will be 40% fewer trains operating on the line between Earlsfield and Clapham Junction. Crossrail claim that this will be compensated by fewer passenger travelling from beyond Wimbledon using south West trains but this is not a convincing argument and requires more demand modelling evidence for our area (which Network Rail admits it has yet to undertake). It fails to take into account the already overcrowded platforms at peak times and the 1,400 new

dwellings proposed for the area on the Springfield and Dog Stadium sites. Because of the current crowding, many residents opt to travel to the city via the underground at Tooting and a new Crossrail station there would ease these transport difficulties at Earlsfield, where as a station at Balham will not.

3. We have concerns and are against the proposals for a ventilation shaft at the eastern edge of Wandsworth Common.

Bolingbroke Grove is a very busy B Road and is extremely congested. There are numerous primary schools in the area that use the common for sports activities and they have to traverse the road close to the proposed site at all times of day. Having a work site in this location could be hazardous to pedestrians due to the inevitable large amount of construction traffic. The common is valuable green space widely used for recreational purposes on a daily basis and any reduction in the availability of, or access to, this space should be avoided by building this enormous blot on the landscape. If the Tooting Broadway route were adopted, according to Crossrail's own literature, the ventilation shaft would be placed in an area of disused common to the west – an option we endorse.

4. We have concerns about the proposals for ventilation shafts in the Weir Road and on the Springfield site.

As stated above, there are major building projects planned at Springfield and Wimbledon Dog Stadium. We are also concerned that the consideration has not been given to the redevelopment of Wandsworth Town centre. These projects will lead to years of unacceptable levels of construction traffic with the resultant disruption to life, transport services and increased pollution. Whereas we acknowledge both proposed routes involve citing a shaft on the Springfield site, this requires the transportation of spoil and waste along the already busy routes of Burntwood Lane and Garratt Lane that will add to more years of inconvenience to local residents. This would be acceptable if there were some long-term benefit to Earlsfield by having a station at Tooting (we understand you have already discounted the possibility of having a station on the Springfield site which would also be of benefit to the area). In addition to this, the Balham route means a second shaft being located in our area at Weir Road, causing more blight for which our area receives no direct benefit. Therefore, we urge you to undertake a full impact to Earlsfield on health, safety and traffic management, before making a decision on the Balham route.

5. We have concerns over the depth of tunnels beneath the properties on our Street.

We have been informed that these will be 20-26 meters deep but information about the effect on properties provided at the consultation events has been inconsistent. This has done little to allay anxieties, especially when a member of your staff (at a consultation event on 23<sup>rd</sup> November 2015, Wandsworth Town Hall) when questioned about this replied "we will deal

with questions about this a later stage". As Crossrail 1 is not yet operation, there is currently no available evidence of how the trains might cause vibration or noise nuisance for the properties above tunnels. With no indication on how this tunnelling will impact on the safety and security of our properties, we cannot reasonably be expected to support the Balham route.

Thank you for considering our concerns and objections. As local residents, we therefore urge you to consider locating the station at Tooting Broadway.

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## **Chelsea – Organisations in Kensington and Chelsea**

F.12 The following text was taken from the petition submitted to the consultation by the Organisations in Kensington and Chelsea:

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As businesses, major employers and cultural, educational and medical institutions in Kensington and Chelsea which together represent over 20,000 employees and attract around 30 million visitors each year, we, the undersigned, share a mutual interest in securing the long-term future of the local area, as well as preserving and enhancing its special character.

It has long been acknowledged that Kensington and Chelsea lack good integration with the wider London public transport system, especially the Underground. We believe that Crossrail 2, with a station on the King's Road, in addition to the proposed South Kensington station improvements, will bring substantial benefits both to employers and to local communities in the Royal Borough. Enhancing Kensington and Chelsea's transport connections and linking to future major transport infrastructure will also safeguard the area's status as a world-leading cultural hub and location for pioneering medical, research and educational establishments. Crucially, it will assist us in recruiting and retaining the very best staff by expanding the area within reasonable commuting distance, as well as improving transport options for our users: visitors, students, patients, customers and local communities.

We are aware that significant concerns exist among some residents about the impact of a Crossrail 2 station on the King's Road. We are confident however that a local Crossrail 2 station, of appropriate scale and design, will boost business and employment in this area generally, enhance its status and attractiveness and ensure the long-term success of Kensington and Chelsea as a unique and iconic London retail, employment, and cultural centre, to the benefit of the whole capital.

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## Review

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