

**National Infrastructure Commission call for evidence, November 2015**

**Memorandum from the City of London Corporation  
Response to Question 3: London's transport infrastructure**

**1. What are the major economic and social challenges facing London and its commuter hinterland over the next two to three decades?**

The City of London Corporation is committed to supporting and promoting the case for enhanced transport infrastructure, particularly in relation to rail services. As London's population grows and as the challenges of maintaining the Capital's status as a global city increase, a continuing programme of improvements will be needed to reduce congestion and free up capacity on rail routes serving the City of London and provide a stimulus to employment and housing growth in the London area.

The provision of adequate transportation infrastructure to cater for London's growing population and expanding employment base will continue to be a major challenge for the foreseeable future. Strong employment growth is already happening in the City of London; the City's local employment market is strong and total employment increased from 344,000 in 2008 to 414,000 in 2014. This is consistent with the aims of the London Plan 2015 and the City of London Local Plan 2015 which are both planning for significant office and employment growth and modest housing growth in the City of London by 2026. The range of office occupiers has broadened in recent years from its financial services base so that the City is now seen as an attractive business location for a wide range of companies. However, maintaining the City's competitive position as the world's foremost international business and finance centre is heavily dependent upon good transport links both within London and its commuter hinterland. In addition, the urgent requirement for additional housing in the London area will also increase the need for improved transport links between the suburbs and the central business district.

**2. What are the strategic options for future investment in large-scale transport infrastructure improvements in London - on road, rail and underground - including, but not limited to Crossrail 2?**

Although various important transport projects, such as Thameslink and Crossrail, are under way, the legacy of many years' under-investment in the Underground and National Rail means that the additional capacity provided by these projects is likely to be fully utilised shortly after they open. Thus a continuing programme of rail capacity enhancements is required with a particular focus on improving the accessibility of areas with potential for major housing development such as the Lea Valley, Ebbsfleet, Barking Reach in the east and Old Oak Common in the west. Additionally from a business perspective there is a need to improve rail links to London's airports.

The City Corporation's priorities include:

**Crossrail** - This project will significantly improve east-west rail connections across London but the proposed train service pattern does not make full use of the new infrastructure, as a significant proportion of trains from the east will not travel beyond Paddington. The following measures are therefore recommended in order to maximise the value of the project:

- Extension of Paddington terminating trains to Tring/Milton Keynes on the West Coast Main Line via a new connecting line at Old Oak Common. This improves utilisation of the Crossrail tunnels, improves accessibility of the Old Oak regeneration area, provides new direct links to the West End and the City for commuters from north-west London and beyond and reduces the number of trains terminating at Euston (thus releasing capacity for HS2 and other services).
- Extension of Crossrail from Abbey Wood to Ebbsfleet and Gravesend to facilitate housing development in North Kent, particularly the development of Ebbsfleet Garden City.
- Provision of a direct fast Crossrail service between Heathrow T5, central London and Canary Wharf. Current proposals only provide for a stopping service between Heathrow T4 and central London which will not meet the requirements of many business travelers. This may require the amalgamation of Heathrow Express services into Crossrail.

**West Anglia Main Line** – Four-tracking the West Anglia Main Line is a key priority as it will allow a significant increase in capacity by separating fast and stopping services on this congested corridor. This will meet the long overdue need for faster and more frequent services to Stansted Airport and Cambridge and allow the provision of enhanced commuter services which will open up the potential for significant housing development around stations in the Lea Valley regeneration zone. Four-tracking is a necessary precursor to the future extension of Crossrail 2 services beyond Tottenham Hale.

**Crossrail 2** - Although Crossrail 2 does not serve the City of London directly, it will boost the capacity and resilience of the central London public transport network and help to relieve overcrowding on key rail and Underground routes which do serve the City. This in turn will increase the attractiveness of the City and help to maintain its position as the world's leading financial and business centre. The key benefits for the City are:

- a reduction in severe overcrowding on Northern line;
- relief of congestion on suburban services into Waterloo;
- relief of congestion on suburban services into Liverpool Street;
- release of capacity at Liverpool Street through the diversion of some West Anglia suburban services onto Crossrail 2 which will allow enhancement of other services, such as those to/from Stansted Airport;
- release of capacity at Waterloo through the diversion of some South West suburban services onto Crossrail 2 which will allow enhancement of longer distance services, such as those to Woking, Guildford etc.;

- potential relief of crowding on the Central line if the future Eastern branch of Crossrail 2 is pursued;
- a significant improvement in accessibility for neighbouring Hackney and the Upper Lee Valley which will assist with regeneration and housing growth.

**London Overground** – TfL's proposal to extend the Gospel Oak-Barking Line to serve Barking Reach is supported as a means of opening up this area for much-needed housing development.

**London Underground** – It is essential that there is continued investment in upgrading the London Underground network. Passenger numbers are at an all-time high and look set to grow further, so it is very disappointing that some planned improvements, such as the re-signaling of the sub-surface lines, have been seriously delayed. The following are key priorities:

- Bank Station Capacity Upgrade - Transport & Works Act powers were granted in 2015 and implementation now needs to be expedited to deal with critical congestion problems at this key interchange.
- Sub-surface re-signaling – urgently needed to increase capacity on the Circle, District, Hammersmith & City and Metropolitan Lines.
- Extension of the Bakerloo Line to Hayes to improve accessibility of south-east London and release capacity on National Rail routes into London Bridge.

**3. What opportunities are there to increase the benefits and reduce the costs of the proposed Crossrail 2 scheme?**

The main opportunity to increase the benefits of Crossrail 2 is the proposed Eastern extension which will open up opportunities for regeneration in East London and help to relieve overcrowding on the Central Line and National Rail routes serving Liverpool Street.

**4. What are the options for the funding, financing and delivery of large-scale transport infrastructure improvements in London, including Crossrail 2?**

As has been seen with the Jubilee Line Extension and Crossrail, land and property values raise in expectation of future transport enhancements. There must be close coordination between the GLA, TfL, London Boroughs and other planning authorities outside of Greater London to ensure that planning policy is coordinated to maximise the benefits arising from infrastructure improvements.

To make sure that the benefits of future transport improvements are captured there needs to be an early comprehensive assessment of current land values, which should then be used to capture increases and recoup some of the uplift. The private sector should be expected to provide significant funding as businesses will directly benefit from such infrastructure improvements.

A key issue is to ensure that funding arrangements give the private sector certainty about their levels of contribution. In addition planning authorities need to develop policies (for example, in relation to social infrastructure and affordable housing contributions) which reflect changes in accessibility brought about by transport improvements.

**5. How have major metropolitan areas in other countries responded to similar challenges and priorities? Are there any lessons to be learned and applied in London?**

No comment