

Streatham Action's Crossrail 2 Consultation submission

Overview

This consultation report is submitted to Crossrail 2 by Streatham Action – a cross-party and non-party affiliated lobbying group of volunteers that seeks improvements for the residents in central Streatham in key areas including transport and planning.

Streatham Action recommends that the Crossrail 2 route map, as it currently stands in the SW London area, be adjusted to one that would omit Balham as a CR2 station, but instead run from Clapham Junction, through a new CR2 station at Streatham - thereby providing the vital Southern Rail interchange required in SW London - and on to a reinstated CR2 station approaching from a south-easterly direction at Tooting Broadway - thereby providing the vital interchange in SW London with the Northern line.

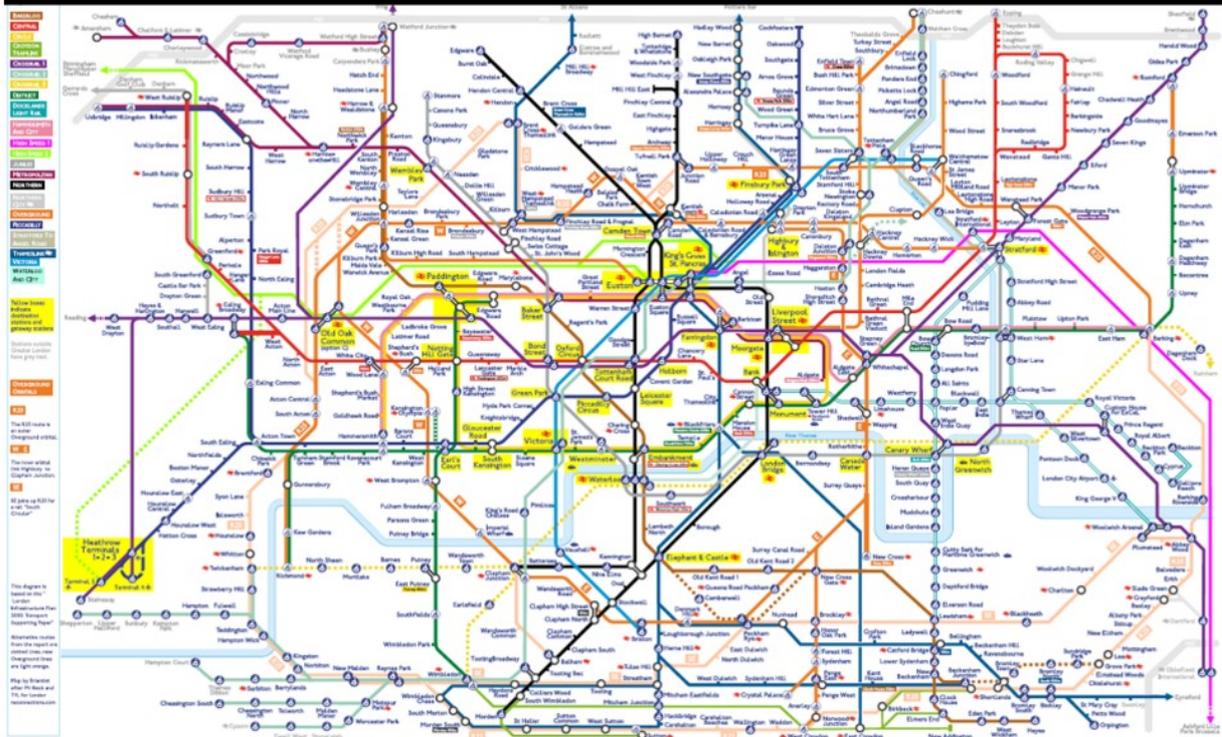
Of all of the three mainline stations in Streatham, Streatham station provides the ideal location for a CR2 station as it has the potential, through further expansion without considerable disruption, to develop to become a “strategic interchange” station to complement Balham station’s existing sole role in that capacity in SW London (please see below for further information in that regard). The area around Streatham station has experienced huge unpredicted population growth over the course of the past six years and this has been reflected also in a massive, and an equally unforeseen, surge in train usage.

Streatham Action also recommends that the cost of building an additional CR2 station at Streatham, in addition to accommodating the additional journey time associated with the route curving round to Streatham, be offset by the CR2 route not incorporating a CR2 station location at King’s Road Chelsea but instead running directly from Victoria to Clapham Junction, thereby providing additional relief to both the Victoria and Northern lines.

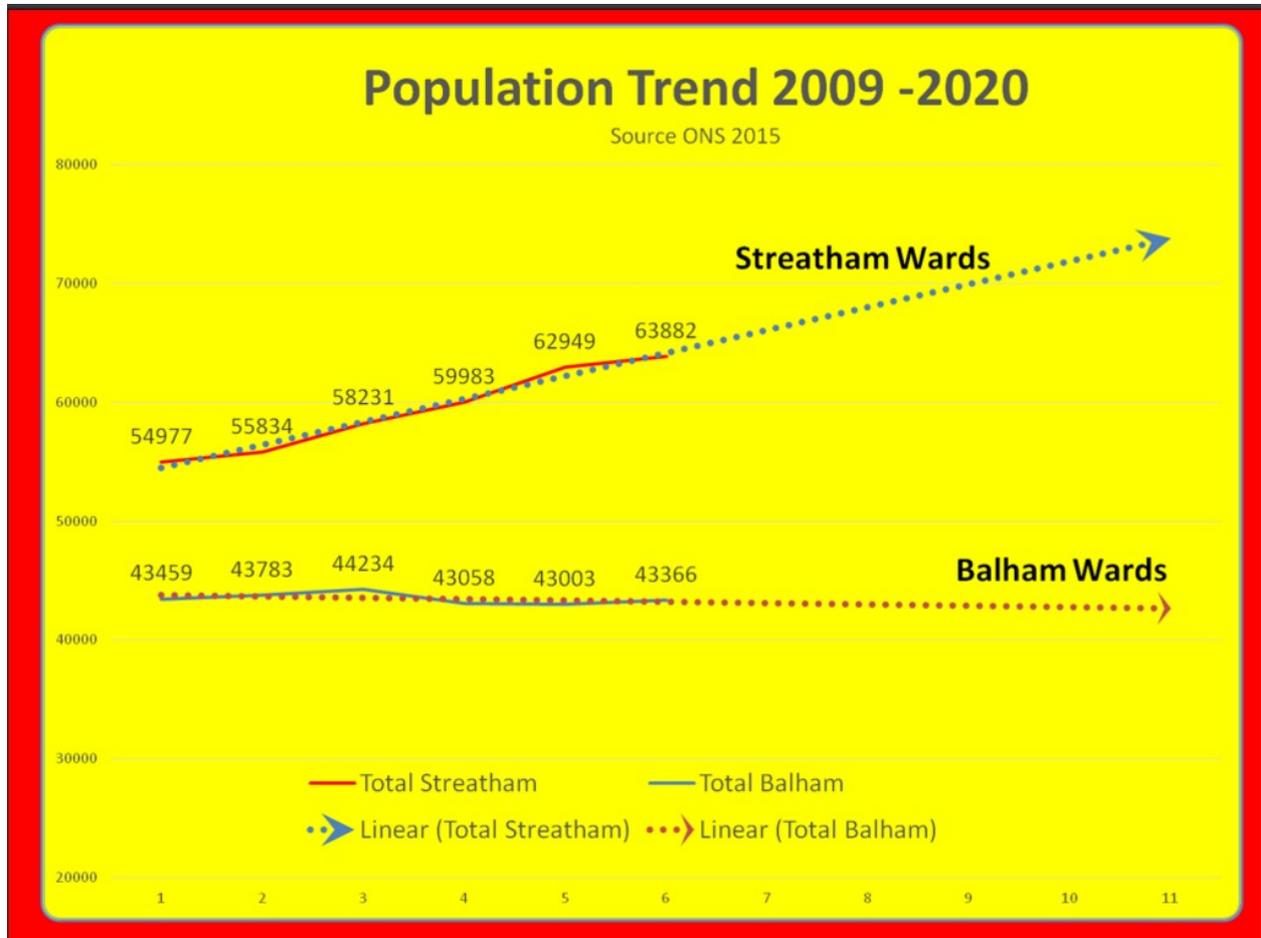
Streatham Action’s business case for a CR2 station at Streatham, in combination with a re-instated CR2 station at Tooting Broadway, in place of the currently proposed CR2 station at Balham:

- Streatham has suffered for too long from chronic under-investment in transport infrastructure despite admission of need by the relevant authorities. The 2050 transport map produced by the GLA in 2015 indicates that there are no plans to correct this for over the next 35 years.

The “tube” in 2050 – the Mayor’s long-term infrastructure plans

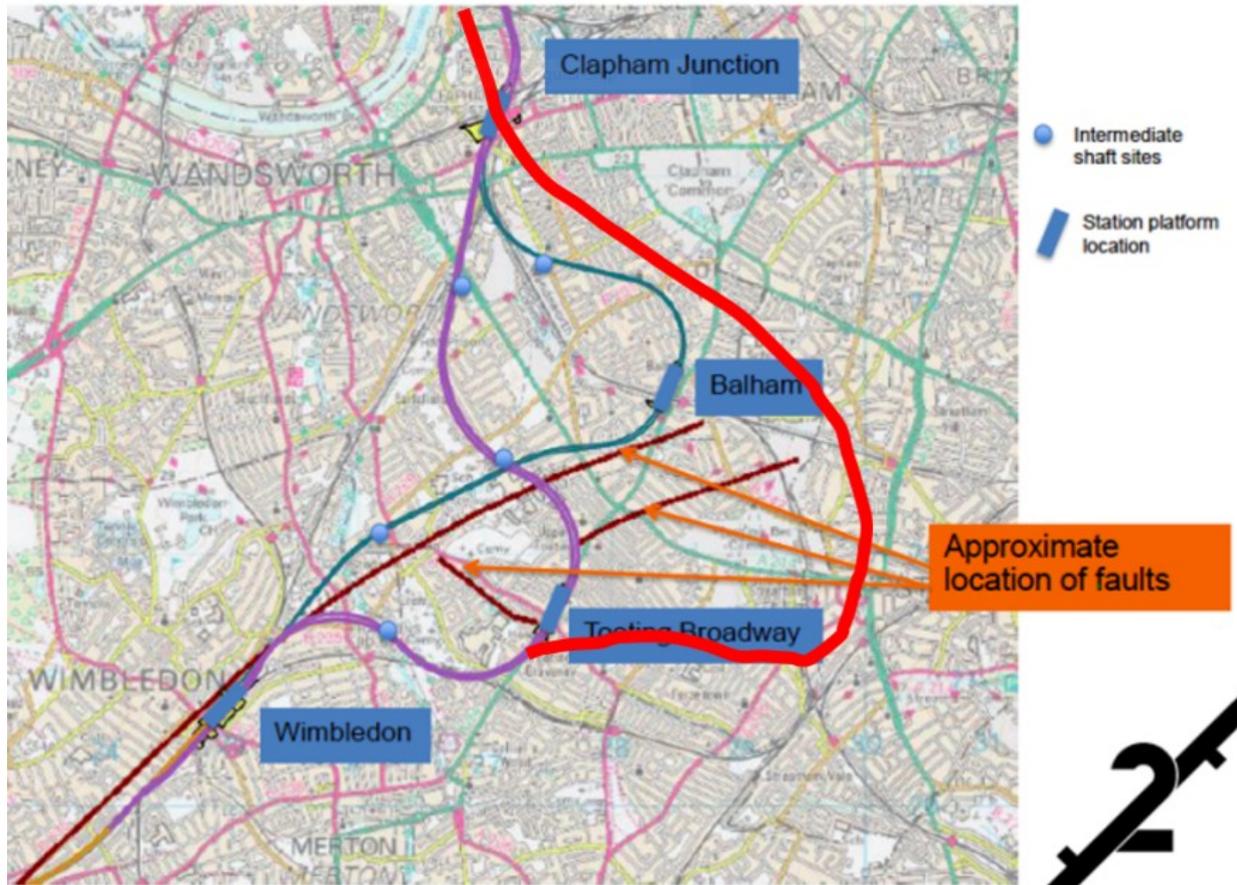


- Streatham has undergone significant unpredicted population growth since 2009-10; 16% on average across the four wards in central Streatham with no transport infrastructure improvements to support this trend. Balham's population on the other hand has flat-lined over the same period



- Streatham's three railway stations have experienced unprecedented growth in footfall levels over the 5-year period 2009-10 and 2014-15 – by as much as 58% in the case of Streatham station. As the graphs further on in this presentation demonstrate, this significant upward trajectory started to take place immediately after Streatham was last assessed, and discounted, by CR2 as a potential CR2 station.
- As a result of rock fault lines having been identified only recently by CR2 in the area surrounding Tooting Broadway, the current consultation recommends that the South London CR2 station be located in Balham rather than at Tooting Broadway, so as to avoid drilling through the worst of these rock fault lines. A CR2 map of the approximate location of the three key rock fault lines – shown here – would indicate that a tunneled route from Clapham Junction via Streatham and in to Tooting Broadway from a south easterly direction would thereby circumnavigate the key rock

fault lines as currently identified. This map also clearly indicates that any route recommendation by CR2 to run from Clapham Junction to Wimbledon via either just Balham or just Tooting Broadway would already incorporate a significantly curved route, so as to aim to avoid the worst of the rock fault lines.



- A key requirement for choice of CR2 stations relates to economic regeneration potential. Prosperous Balham offers scant further opportunity for this compared with Streatham and Tooting Broadway, which both offer significant capacity for retail and office development, job creation, densification and new home building. New homes in Streatham are also likely to be more affordable than in any of the other mooted SW London CR2 station locations.
- When the possibility of a tunneled route that will curve round to Streatham was suggested to Michele Dix, Managing Director of CR2, in November, early stage written response was that journey times would extend by 5 minutes from the route currently envisaged through Balham. This was perceived to be too great a period of time to add to journey times to encourage maximum use of CR2 by commuters from outer London areas and beyond.
- As a means thereby both of finding the source of monies for an extra CR2 station and to seek to reduce the additional journey time to route via Streatham, this proposal recommends CR2 to curtail its potential interest in constructing a CR2 station at Kings Road, Chelsea and instead to run the route directly from Victoria to Clapham

Junction and from there on to Streatham and round to a reinstated CR2 station at Tooting Broadway.

- It is estimated that the cost saving from not building a station at KRC would be £1.2bn and that the time saving for the more direct CR2 routing from Victoria to Clapham Junction would be two minutes. This time saving, in combination with the estimated 5 minutes' extra routing time via Streatham, would thereby add just three minutes to overall passenger journey times coming in to Victoria from SW London locations.
- There has been a surge in footfall levels at Streatham station in particular (58.4% growth in passenger numbers over the course of the 6-year period since that station was last assessed by CR2 in 2009-10).
- Streatham itself has undergone significant population growth over a 5-year time period (16% on average across the four wards in central Streatham).
- Streatham station consequently has the capacity to grow to “strategic interchange” status once the CR2 station is located there, but this potential will be wasted for another generation (along with untold billions of pounds worth of economic regeneration potential in this large town in Zone 3) if it is ignored.
- From evidence available to Streatham Action, we believe that population and employment in the central Streatham area during the immediate years ahead will likely grow at the higher end of ranges predicted and that, as a consequence, the pressure on housing availability will accordingly be that much greater.
- One of the key benefits mooted in the current consultation document for Balham as a CR2 station is the interchange connectivity that is thereby provided with Southern Rail, which is an aspect that Tooting Broadway would not be able to provide. In recommending Streatham as a CR2 station, in tandem with a reinstated Tooting Broadway station, Streatham will provide the Southern Rail interchange possibilities and Tooting Broadway the Northern line interchange possibility.

Further detail relating to several of the points raised above is provided in the rest of this document.

Growth in passenger number usage of the three Streatham mainline stations:

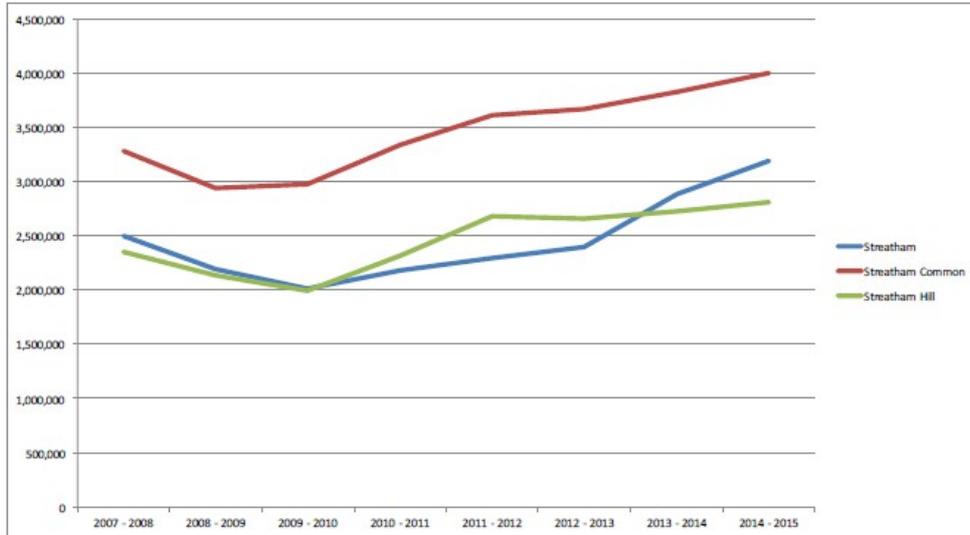
- Streatham rail stations are among the most crowded on the network
- Huge surge in passenger numbers over the six-year period between 2009-2010 and 2014-2015, as follows:
- Streatham Station up 58.4% (43% by 2013-14)
- Streatham Common up 34.5% (28.5% by 2013-14)
- Streatham Hill up 40.9% (36.5% by 2013-14)

Office of Rail Regulation Entry & Exit Data 2006 - 2014

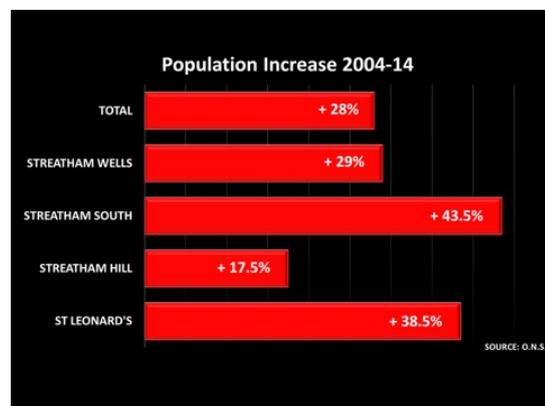
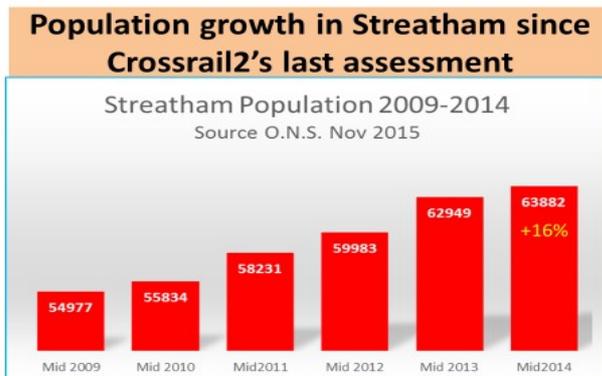
	2006 - 2007	2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012	2012 - 2013	2013 - 2014	2014 - 2015	Increase on 13/14
Streatham	1,723,835	2,501,022	2,192,570	2,015,864	2,179,456	2,301,700	2,396,904	2,883,734	3,194,098	310,364
Streatham Common	2,994,714	3,282,824	2,942,892	2,977,568	3,346,078	3,612,564	3,668,806	3,827,296	4,003,938	176,642
Streatham Hill	2,004,200	2,355,874	2,137,376	1,996,690	2,322,980	2,684,506	2,661,068	2,725,320	2,813,182	87,862
TOTAL									10,011,218	

Office of Rail Regulation Interchange Data 2007 - 2014

Streatham	410,372	385,854	342,744	362,370	300,103	307,393	359,329	468,879
Streatham Common	118,345	191,005	175,741	185,217	191,538	161,136	156,635	197,575
Streatham Hill	0	0	0	0	0	0	0	0

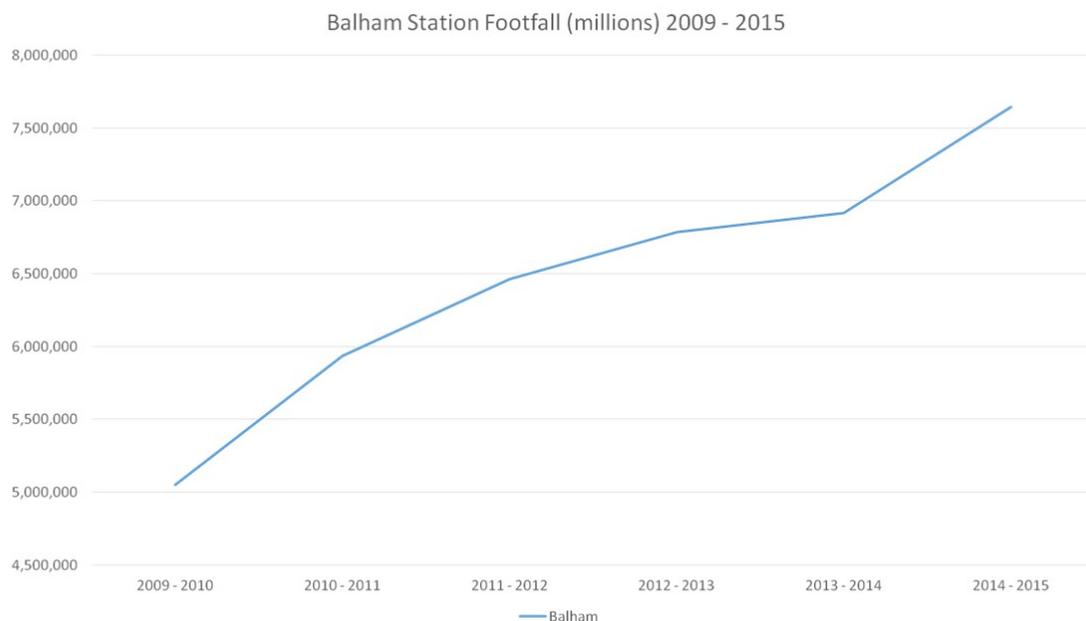


- This increase in footfall levels is borne out by ONS statistics, indicating a 16% increase in population since 2009, and 28% since 2004, with the wards where Streatham and Streatham Common stations are situated experiencing 39% and 44% population growth over this period.



Footfall increase at Balham overground station during the 6-year period between 2009-10 and 2014-15

As recent figures released by Southern Rail for the 2014-15 period indicate, Balham Station's footfall numbers have themselves increased exponentially over the past six years and a CR2 station based at Streatham rather than at Balham would help to alleviate what are already significant pressure points at Balham, by means also of Streatham station assuming similar "strategic interchange" status to that already held by Balham. For instance, footfall level increases at Balham station over this most recent six-year period have almost exactly replicated the level of footfall increase over the same time period at Streatham station (approximately 54% vs 58.4% respectively).



How an additional CR 2 station at Streatham would help to alleviate crowding on the busiest sections of both the Northern and Victoria lines:

The addition of a CR2 station at Streatham would provide a desperately needed direct fast route to Central London and beyond for many thousands of people who currently travel from and through the Streatham area via the rail and bus networks to join the Northern line at Tooting Bec and Balham, as well as for those who travel by bus to the Victoria line at Brixton (please see below).

Estimates as to the extent of passenger alleviation from both the Northern and Victoria lines by the amenity of a CR2 station at Streatham, as part of the current proposed route, has never been modeled by CR2 and we would urge CR2 to undertake this modeling exercise.

It is Streatham Action's belief that statistics relating to 2009-10 were probably the last available statistics to be utilized by TfL at the point when Streatham was last assessed for CR2 in 2011. Latest statistics relate specifically to the estimated number of passenger journeys made by bus per day up and down Streatham High Road to access the Victoria line at Brixton. This number is a massive 35,000 passenger journeys.

With a CR 2 station at Streatham linking with a reinstated CR2 station at Tooting Broadway, and thereby providing Northern line interchange availability to Streatham passengers at a more southerly point than Balham, this will then make it less likely that CR2 would actually serve to further load the Northern Line than if the interchange were to be at Balham.

Crossrail 2 in Streatham would:

- provide fast access to central London
- enable Streatham's young working age population to access jobs outside the area.
- enable employees to reach work in Streatham, contributing to regeneration
- provide access, via a reinstated CR 2 station at Tooting Broadway, to St George's Hospital for employees and patients, with
 - many employees residing in Streatham and currently having very slow bus journeys to work
 - Step-free journeys to the hospital thereby becoming possible.
- relieve congestion in the A23 corridor.
- reduce CO2 and pollution impacts of bus and motor transport on A23.
- allow access to Streatham's restaurant and leisure businesses, such as The Odeon Cinema, Hideaway jazz venue, Streatham's new small theatre venue and the Streatham Ice and Leisure Complex, which was designed as a regional facility, but has subsequently been hobbled by poor transport access, though it is used by ice skaters representing both area and country such as:
 - Streatham Redskins Ice Hockey team, who compete at First Division level from their base at Streatham;
 - Ice dancers representing Great Britain in international competitions who travel to the rink from all over London every day.
- obviate the need for motor car ownership and reduce pressure on parking:
 - Streatham has the highest level of car ownership in Lambeth and a declared Lambeth Council policy of reducing this and encouraging more people on to public transport. As a result of this, passenger numbers are likely to increase at an even higher rate than elsewhere, as this policy gains traction.
- underpin the realisation of the great potential for new homes, shops, commercial and community space development in the area.

- provide an unprecedented opportunity to give a sense of place and a destination to the Streatham Hub area.

Streatham's potential for economic regeneration

Streatham is an area of great opportunity for regeneration, house building and job creation, which can only be realised to its full potential by urgent rail transport infrastructure improvements. The area has several sites for new homes, offices and shops, some of which involve a change of use and increased densification.

Lambeth as a whole has 12,005 persons per square km – double the London average of 5,510 (Lambeth Demography 2015), but central Streatham wards are significantly below the borough average population density, and they are already subject to local planning policies that encourage the building of new homes in the area.

Streatham, as a designated Major Centre in the Lambeth Plan 2015, has been identified as having "significant potential for new commercial and residential development." The Plan also advocates town centre regeneration "to include housing in appropriate locations" and a new, centre-specific approach to managing the mix of uses in town centres, keeping the existing requirement for 50 per cent affordable housing across the borough and providing "support for tall buildings in appropriate locations to deliver regeneration and economic objectives".

London needs 50,000 new homes a year and Savills estate agents have concluded that the bulk of the demand is for homes under 450sq ft., including affordable homes of all types. Streatham is better placed than anywhere along the proposed Crossrail2 route south of the river to offer sites for such "affordable" development. Foxtons estate agents data shows the average property price in Streatham was £396,838 in March 2015, compared with £700,161 in Balham, while the average price for flats in Chelsea was £1,400,570 in 2014 according to Right Move.

Modelling by the Research Department of Savills Property Consultants has identified the area between Streatham and Norbury as underperforming in terms of its proximity to central locations. Investors clearly need to see the opportunity for there to be an uplift in property values and Streatham provides this, with much potential resting on improvement to transport infrastructure.

As the Lambeth Plan 2015 states, "it will not be possible to achieve the significant levels of housing and economic growth set out in the Local Plan without the required supporting transport infrastructure."

Streatham's economic regeneration possibilities in central Streatham

The Lambeth Plan 2015 is supportive of developing this potential in the central part of Streatham: "The Streatham Hub development (which is located around Streatham station) will make a significant contribution..." (See map).

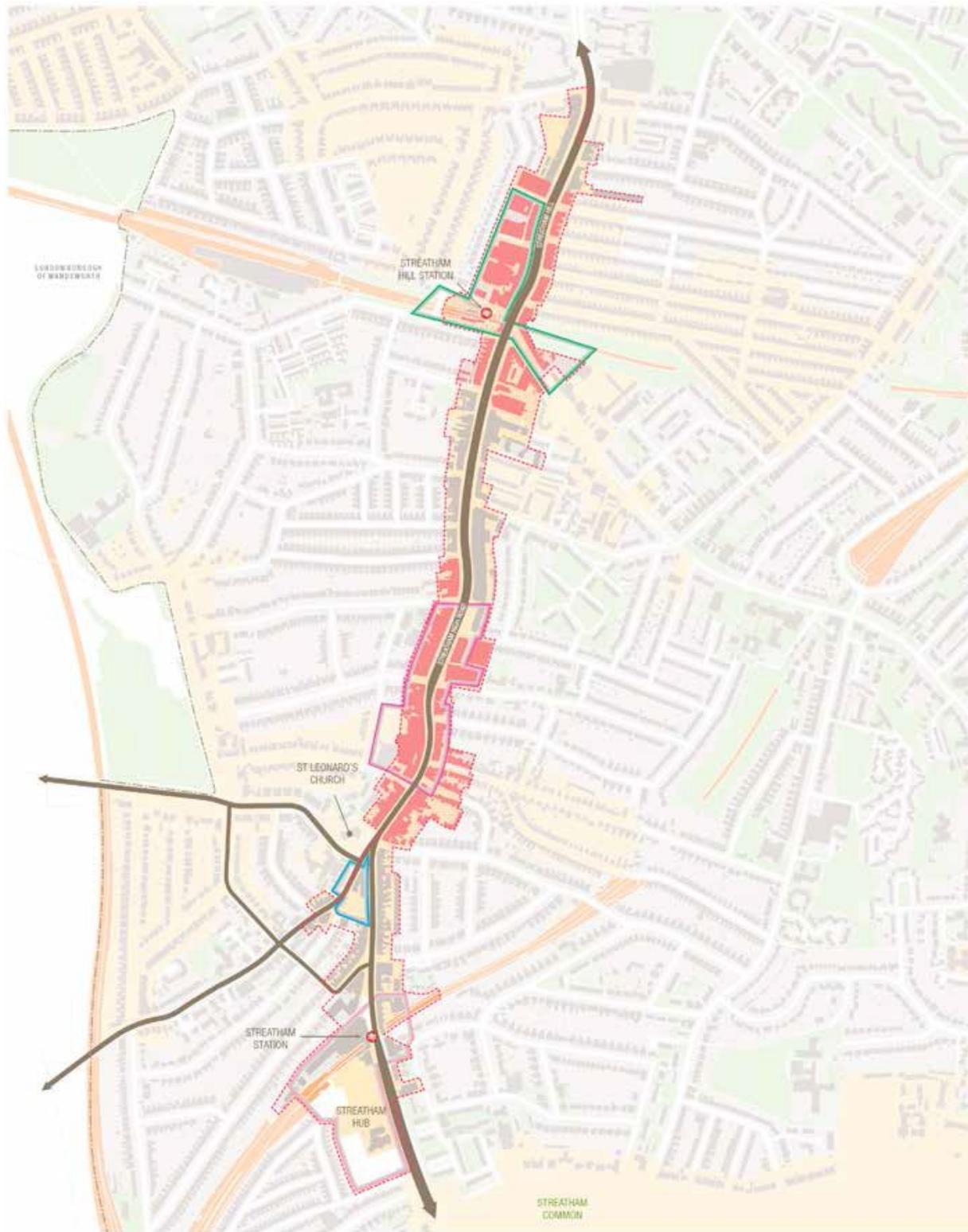
The most significant opportunity for dense multi-storey development is at the large site above and around Streatham station, adjacent to the Streatham Hub where a Crossrail2 station could be situated, extending westwards towards the intersection of railway lines around Streatham Common station junction.

The opportunity to build over the station, whilst expanding further into the Network Rail site that is absolutely ripe for investment would meet one of the key targets of Crossrail 2, namely to unlock the potential of under-invested, but highly populated, parts of London.

The immediate area around Streatham Station, above the bus standing to the south, and covering a supermarket with car park, and Lambeth Council offices to the north and west make a significant site for homes, offices and shops. A crude estimate of this area makes this around 4 acres at ground level, and as Streatham's sport and leisure focus, the Streatham Hub area is designated in the Lambeth Plan 2015 as one in which "taller landmark buildings of four storeys and above around the station will be supported to provide a focal point for the hub and reinforce the sense of destination ". Buildings should include destination uses that draw people to the area, and the plan makes clear that proposals for offices of more than 1,000 square metres will be supported at Streatham, as a major town centre, as will proposals for hotels. **Streatham Action's early stage assessment of this site would suggest the possibility of around 650 units, combining ground floor retail units with around four or five floors of flats.**

Streatham station's capacity to grow to "strategic interchange" status:

Any subsequent "strategic interchange status" attributed to Streatham station by becoming a CR2 station will provide connectivity with services to Wimbledon, Farringdon/St Pancras/Luton Airport, London Bridge/London Overground, Clapham Junction, Victoria, and East and West Croydon and Gatwick.



Streatham Town Centre Showing Streatham Station, Streatham Hub, and Streatham Hill Station.

Immediately north of the station up to St Leonard's Church is "the Dip", a notoriously scruffy and run down area, with several boarded up shops and restaurants. It is also a narrow stretch of the A23, which has become a black spot for several serious and fatal accidents over the past few years. TfL have already identified an urgent need to solve the problem of the St Leonard's junction (please see below for further information in this regard).

Further Regeneration Areas

Lambeth Council has already approved, and has in the pipeline, the prospect of a further large increase in population across central Streatham, on the back of a series of major and medium sized developments beyond those which have already been constructed and which are cited on the following page. These further developments will, however, require the necessary supporting transport infrastructure to be put in place to accommodate this anticipated population increase.

There is potential for significant numbers of new homes to be built at several large sites in the Streatham Hill area. At the same time, Lambeth Council's policy of encouraging densification in its least dense area (Streatham) encourages developers to utilise smaller "in-fill" sites in that regard.

Mitcham Lane

The Mitcham Lane area of Streatham, on the borders of Furzedown and Streatham Vale, is also an area that "could benefit hugely from the regeneration that Crossrail would bring", according to Joe Lawrence, manager at Mitcham Lane estate agents, Beresford Estates. The area has been neglected over the last few years, and there are a large number of closed down commercial premises, very low footfall on the high street and the businesses that are surviving are mostly struggling in the current climate. Crossrail would bring to the area the much-needed boost to make it a vibrant and flourishing local community once again.

Streatham Vale

To the south west of the town centre, Streatham Vale is an area that contains many small and relatively affordable family houses. The local shopping centre in Streatham Vale/Greyhound Lane is an important local facility and contains a number of significant businesses. Streatham Vale Park and the adjacent travellers' site are both significant features in the area but are in need of revitalization, and a Crossrail station would provide the economic impetus to build retail and other small businesses development of numerous small residential sites, and greatly improved access to employment opportunities.

It is Streatham Action's conviction that the potential for new homes and commercial ventures leading to more employment in Streatham sites cannot be unleashed without upgrading the current rail transport infrastructure, which is already at capacity in peak hours - as a result of unexpectedly large population growth since Crossrail2 last ran numbers on a route including Streatham.

Examples of recent significant housing growth:

Streatham has already undergone some significant redevelopment over the course of recent years. Proposals for the key regeneration aspects so far undertaken in Streatham, and cited below, were developed firstly around the 2009 Streatham Master Plan and as part of Lambeth

Council's subsequent Core Strategy 2011 document. Examples of key redevelopment initiatives either recently completed or currently being undertaken are as follows:

- i) £100m Streatham Hub development has delivered a new ice rink, swimming pool, sports and leisure complex, **250 homes**, a *Tesco Extra store* and a new bus interchange. This development is now two years into existence and with the vast majority of the homes inhabited. A significant increase in employment opportunities in this Hub complex has ensued.
- ii) a complete redevelopment of the Caesar's Nightclub/Streatham Megabowl development is currently being undertaken adjacent to Streatham Hill station which will provide **243 new homes**. The fact that this development will also provide *3,786 sq metres of ground floor retail space* and a new 120-seat theatre will also create some significant employment growth opportunities at that end of Streatham.
- iii) a redevelopment of Norwich House on Streatham High Road, just down from Streatham Hill station, which provides **98 new flats** and its own accompanying *ground floor retail space*.

Whilst this is all great news for significant further regeneration possibilities, there have been no accompanying significant transport infrastructure improvements to date, with the exception of a few additional bus routes.

Future development plans already in place aside from Crossrail 2:

- i) Lambeth Council will - between January and May 2016 - begin work on the Long-Term Transport Strategy for the borough as a whole.
- ii) Streatham has a thriving Business Improvement District (BID) in operation, which has particularly close links established with The Community Engagement Manager for Gatwick, which also helps to open up Streatham's links with Croydon.
- iii) Streatham's MP, Chuka Umunna, is at the forefront of a campaign to devolve the Southern Rail franchise to TfL at the earliest opportunity, on the grounds in particular of Southern's inadequate performance levels.
- iv) Any increase in frequency of trains on the Southern route lines, however, will only be viable if and when new moving block signaling is installed on Streatham's lines. The fact that Streatham's lines are not high on the priority list for Network Rail at present means that this major signaling improvement work is only projected to take place in approximately 10 years' time.
- v) constant key crowding problems at all three Streatham stations in peak hours would be alleviated somewhat by increasing the carriage length of trains from 8-car trains to 10-car trains. Until or unless Network Rail may extend the station platform length at Streatham's busiest station – Streatham Common Station – carriage lengths are already at, or very close to, capacity. Even without the

significant potential growth accompanying the economic regeneration developments possible in tandem with a CR2 station at Streatham, continuing population growth along the lines envisaged in recent years will likely mean that even increased train carriage length capacity will not meet Streatham's population demands on these Streatham lines.

Use of public transport by Streatham's already very economically active population:

- i) According to the 2011 UK population census, Streatham is the 3rd most "economically active" of the country's 650 constituencies from the perspective of residents between the ages of 16 and 74.
- ii) During the period between 2010 and 2015, 2,000 jobs have been created in the Streatham constituency.
- iii) Unemployment levels in Streatham have reduced by 47% over the same time period.
- iv) 49.6% of our residents of working age use the train to travel to work, making Streatham the 9th busiest constituency in Britain out of 650 in that regard according to the UK Census 2011.

Requirement for substantive improvements to be made to Streatham High Road in conjunction with a CR2 station being built at Streatham station:

- v) Streatham High Road (A23) has for long been considered anecdotally as being one of the longest high roads in Europe. Alongside that, however, it also contains one of the worst rush hour pinch-point congestion areas in the whole of London in the form of the St Leonard's Junction, located just up from Streatham station. TfL is currently assessing the A23 for improvements at the St Leonard's junction in particular.
- vi) If CR2 implements further detailed investigations that lead to a decision being taken to build a CR2 station at Streatham, then this will likely precipitate further ideas for alleviating congestion issues on the A23, not least by TfL redesigning key pinchpoints along the A23 corridor through Streatham. Such measures would thereby bring about not only more effective traffic flow on this major arterial route, but also provide much safer use of the thoroughfare by pedestrians.
- vii) Streatham has for too long been woefully short of parking facilities. Even Streatham's early stage of regeneration has not incorporated, as part of it, any increase in the amount of non-retail store managed parking facilities for the benefit of shoppers and commuters alike in Streatham. This aspect will clearly need to be addressed at a very early stage when further regeneration sites are being considered.

Conclusion

Following on from the business case made within this consultation submission report by Streatham Action for a CR2 station to be built at Streatham Station, **we and the attached 2,250 signatories call upon senior management at CR2 to commence detailed analysis as soon as possible in to a route for CR2 that will incorporate Streatham.**

Members of Streatham Action's transport group would like, at the earliest opportunity, to meet with Michele Dix and other senior members of CR2 to discuss further the information contained both within this document and the accompanying supporting documentation. Please use Neil Salt as our main contact point in this regard. His email address is nsalt@saltchapman.com.

Lee Alley
Chair, Streatham Action

Neil Salt
Chair, Streatham Action transport group