



PRESS RELEASE

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ACT NOW FOR CROSSRAIL OPPORTUNITY, SAYS FUTURE OF LONDON

Crossrail development opportunities exist both in and beyond central London, provided communities are ready to act on the project's regeneration potential. That's the message in a new report, *Crossrail as Catalyst*, by the capital's leading housing, economic development and regeneration network, Future of London.

Co-sponsored by GVA, Arup and London Communications Agency, *Crossrail as Catalyst* makes two sets of recommendations. First, it offers a 20-point 'act now' checklist for boroughs and cross-sector partners who want to boost regeneration activity in the four years before Crossrail opens. Second, it provides eight recommendations to help future infrastructure projects deliver even greater London-wide regeneration benefits.

The main message looking ahead to Crossrail 2, HS2 and beyond is to broaden the remit of legislation from the start: if regeneration is part of the business case for a rail or other infrastructure project, Parliament must provide the enabling powers – such as land acquisition – and funding structure to support that.

Other recommendations include local control over project funding; targeting public investment to sharpen market appetite in less attractive areas; sustaining leadership teams and knowledge (at strategic and local level) between projects; optimising routing to serve London's ongoing growth priorities; engaging early - including being realistic about the pace of transformation; and assessing impacts.

The 20 recommendations are divided into six areas based on surface connections, partnerships, development, design, planning, and community and employment.

Those findings were driven by exploration into activity surrounding six quite different Crossrail stations to understand what has been instrumental – or missing – in delivering

positive change. Those stations are Tottenham Court Road, Whitechapel, Southall, Ilford, Abbey Wood and Woolwich.

Crossrail has worked to extend project benefits beyond enhanced transport capacity, in particular by developing property above and improving areas around stations, promoting urban realm masterplans, creating jobs, and spreading economic benefits throughout the country. However, there are still opportunities for local authorities to capitalise on Crossrail's regeneration potential, according to the report.

In central London, Crossrail hubs such as Tottenham Court Road and Bond Street have already seen increased property values and development, partly thanks to Crossrail's integration of high-spec station design, over-station development and urban realm, working with host boroughs, Transport for London and other partners.

However, the combination of land values, footfall, community interaction and well-resourced boroughs doesn't yet exist in some of the places Crossrail will stop.

Crossrail as Catalyst, in highlighting partnering and funding approaches for stations, points the way to delivering regeneration at appropriate scales across the route.

Future of London Director Lisa Taylor said the project was sparked by a call from FoL member LB Redbridge for more support for outer London boroughs receiving stations, but the need was broader than that: "Realising the regeneration and development potential of rail schemes matters for London. It matters for future schemes in making their case, and it matters for communities awaiting Crossrail. Our report is an urgent call to action for all involved, and a set of best-practice guidelines to help stakeholders realise the opportunities while there's still time.

"Our report also identifies how London could achieve much more in terms of station-area regeneration – and its ripple effect on local economies and communities – if greater consideration was given to the 'non-rail' aspects of station development right from the outset."

Martyn Saunders, Principal Consultant at GVA and report contributor, comments: "There is a need for future schemes to be ambitious and seek to maximise the opportunities to deliver growth – both as a mechanism for funding but also to benefit the areas through which they pass. Routes should seek to optimise regeneration opportunities to ensure they support the need for new housing, commercial and leisure provision across London and beyond."

"Evidence suggests that delivery of schemes can be far harder than expected. History illustrates that it can take upwards of 15 years to get a project from initial planning to delivery. It's therefore vital preparations on projects such as Crossrail 2 and the Bakerloo line extension are started in earnest now to meet the demands of a capital that will reach somewhere in the region 13.4 million by 2050 as FoL highlight."

Katie Kerr, Senior Planner at Arup and report contributor, said: "This report enables local authorities to capitalise on the regeneration and development potential created by Crossrail. Every community along the route is different but sharing best practice is an effective way to ensure that local authorities can help their areas to become vibrant, productive and sustainable places to live. Initiatives don't all have to be costly as small-scale changes can make a big impact but now is the time to act."

Robert Gordon Clark, Executive Chairman of LCA, comments: "I have been involved off and on in the campaign for Crossrail 1 and 2 since 1992. So it's good to sponsor a report which looks long and hard at the impact and benefits of the former and the potential of the latter."

"With 30 stations across 13 London boroughs Crossrail 1 is key to informing Crossrail 2 and other major schemes in the capital that seek to turn regionally focussed visions into local realities. In particular, the Crossrail as Catalyst report underlines the importance of closer working between local authorities, community groups and the private sector in reaping the benefits of new infrastructure projects."

For further information or a copy of the report please contact events@futureoflondon.org.uk or visit www.futureoflondon.org.uk.

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About Future of London

Future of London is an independent not-for-profit policy network focused on the challenges facing regeneration, housing and infrastructure practitioners in the capital. We are a borough-led membership organisation with a number of external partners, and provide top career development, expert-led policy research, and topical networking and speaker-led events.

Given London's unprecedented funding and delivery situation, it is more important than ever for practitioners to share best practice, develop innovative thinking, and invest in the next generation of sector leaders.

Membership of Future of London is open to London local authorities, housing associations and other public bodies, and access to the full range of Future of London events is exclusive to full members. www.futureoflondon.org.uk

About Crossrail

Crossrail's construction commenced on 15 May 2009 at Canary Wharf.

The total funding envelope available to deliver Crossrail is £14.8bn. The Crossrail route will pass through 40 stations and run over 100km from Reading and Heathrow in the west, through new twin-bore 21 km (13 miles) tunnels below central London to Shenfield and Abbey Wood in the east.

When Crossrail opens it will increase London's rail-based transport network capacity by 10%, supporting regeneration and cutting journey times across the city. Crossrail services are due to commence in central London in 2018.

Crossrail is being delivered by Crossrail Limited (CRL). CRL is a wholly owned subsidiary of Transport for London. Crossrail is jointly sponsored by the Department for Transport and Transport for London. www.crossrail.co.uk

About GVA

GVA is the UK's largest independent commercial property consultant. Headquartered in London and with 12 offices and 700 fee earners around the UK, GVA offers the country's largest and most diverse multidisciplinary property consultancy outside of the capital. The company is 80% consultancy-based.

GVA's overall business generated a turnover of £147.3 million year ending 30 April 2013, up from £140.4 million on the previous year. For further information visit www.gva.co.uk

GVA is the majority shareholder in GVA Worldwide, a growing partnership of independent commercial real estate companies serving over 50 markets throughout Europe and Asia. A partnership between GVA and Cassidy Turley in the US enables us to harness the expertise of 5,700 real estate professionals in over 110 offices across 20 countries. For more information visit www.gvaworldwide.com

About Arup

Arup is the creative force at the heart of many of the world's most prominent projects in the built environment and across industry. From 90 offices in 38 countries our 11,000 planners, designers, engineers and consultants deliver innovative projects across the world with creativity and passion.

About London Communications Agency

London Communications Agency is an award-winning specialist consultancy focusing on London and London issues. From the Olympic Legacy to health service change, major transport projects to long term regeneration schemes, LCA is expert in communicating change and shaping opinion. The team brings together 30 talented

professionals with experience of journalism, politics, business and government – all of whom have a passion for London.