



THE CHELSEA SOCIETY

Caroline Pidgeon MBE
City Hall, The Queen's Walk,
London SE1 2AA

caroline.pidgeon@london.gov.uk

24th July 2016

Dear Ms. Pidgeon,

PROPOSED CROSSRAIL 2 STATION IN THE KING'S ROAD

The Chelsea Society was founded in 1927 to protect the interests of all those who live and work in Chelsea and to preserve the unique character of this part of London. We support Crossrail 2 but are strongly opposed to the proposal for a Kings Road station. We have published the reasons on our website at <http://chelseasociety.org.uk/response-to-tfl-consultation-crossrail2/> in response to the TfL consultation.

In local terms we fear that such a station would drive out the small shops and enterprises, would increase congestion and air pollution and would lead to unacceptable development pressures and increased land prices. It would risk damage to the essential character of Chelsea and to our large stock of listed buildings. The disruption during a long construction phase would be a nightmare for local people.

But we have wider concerns as well. The station would not serve Crossrail 2's overall strategic objectives. It would provide no access to London's international employment centres and it would offer no scope for regeneration or economic development. It would cost an additional £1.2 billion and would add at least 2 minutes to every Crossrail 2 journey south of Victoria. There would be no interchange at Chelsea with any other rail services. We do not see how, at a time of pressure on public resources, expenditure of this sort could possibly be justified.

The "No Crossrail in Chelsea" campaign recently sent you a paper setting out in more detail the incompatibility between the proposed station and Crossrail 2's stated aims. We endorse their analysis.

Local public opinion is massively against a Kings Road station. This was shown by the results of the TfL consultation. Nearly half of the more than 19,000 respondents focussed on this single issue and over 90% of them expressed their opposition to the proposal (the figure for respondents in Chelsea itself was over 95%). We are puzzled that, having organised the consultation, TfL seem disposed to ignore its outcome.



THE CHELSEA SOCIETY

But this is not the only evidence of the strength of public feeling against the station. A petition opposing it received over 10,000 signatures, over 80 of them from small local businesses. Of the Residents' Associations affiliated to the Kings Road Association of Chelsea Residents, 27 are against the station and only one in favour.

In April you wrote to the No Crossrail in Chelsea Campaign indicating that you understood their concerns regarding the proposed Kings Road station. You noted that the consultation result showed an overwhelming level of opposition to having a station in the area; that it would be very wrong to ignore such a clear expression of public opinion; and that to do so would call into question the value of holding a consultation exercise and would undermine the legitimacy of the scheme. You said then that you would call for the proposal to be reviewed.

We were much encouraged by your position. We hope now that you will indeed ensure that the proposal is reviewed and that the Kings Road station is dropped from Crossrail 2's planning. We very much endorse your point about the need for democratic legitimacy in infrastructure projects of this kind. The proposed Kings Road station simply does not have it.

Would it be possible for you to receive a small delegation from the Society in the near future?

Yours sincerely,

Chairman of the Planning Committee

planning@chelseasociety.org.uk

Flat 3 Whitelands House,

London SW3 4QX

07917-796444