



# Distribution of Crossrail Benefits



# Crossrail Benefits

Crossrail delivers:

- A robust Economic Appraisal approved by DfT (Benefit Cost Ratio = 2)\*
- Wider Economic Benefits (WEBs) worth around £15bn

The following maps show how these benefits are distributed in terms of Transport Benefits and Wider Economic Benefits in London and the South East

\*Incorporates small London weighting within Value of Time



# Part 1: Greater London Transport Benefits

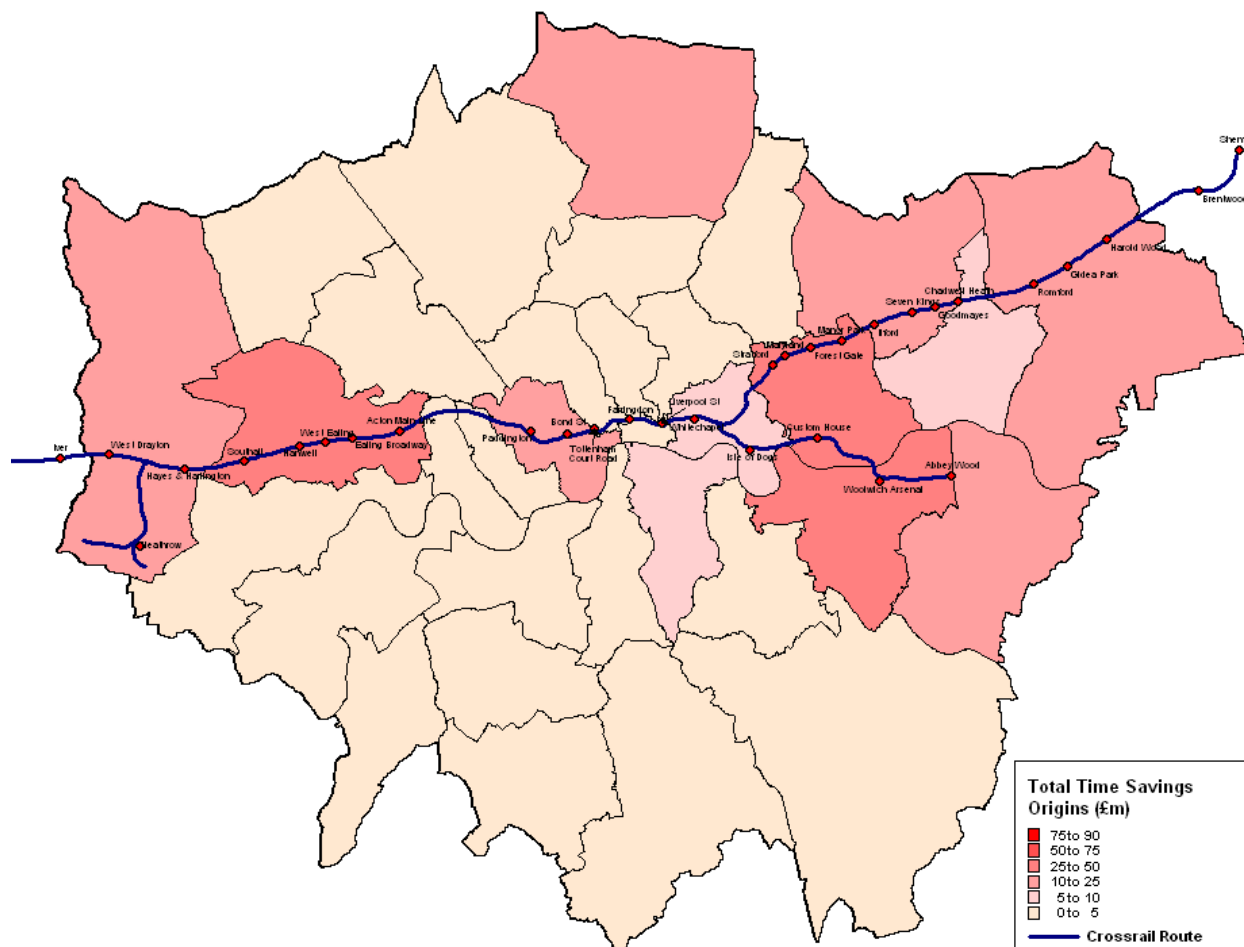


Crossrail delivers Transport Benefits through

- Faster journeys
- Less congested trains & stations
- Reduced need to interchange
- Improved quality

These form the basis of the transport case.

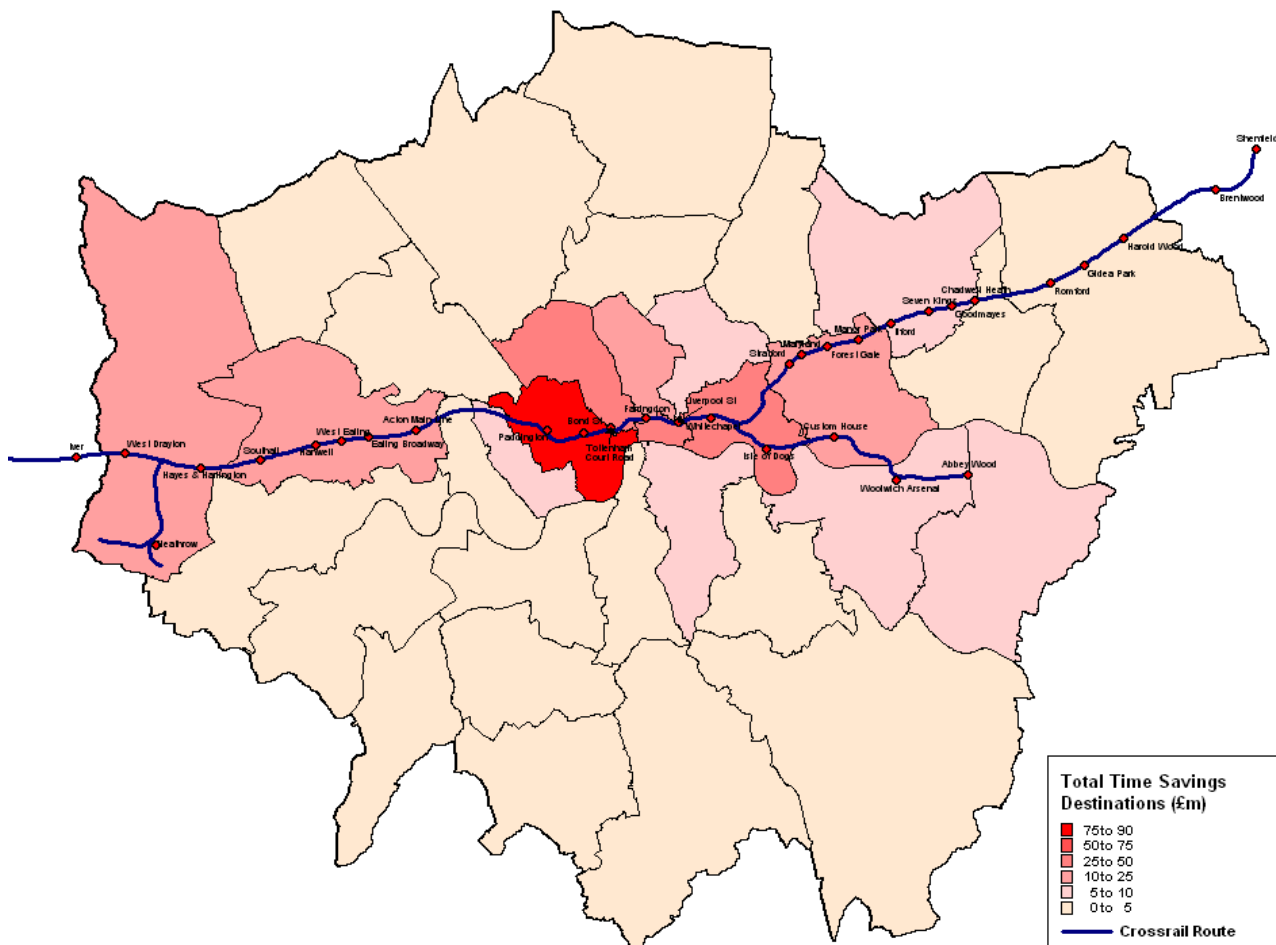
# Public Transport Time Savings (Origins) by Borough (£m)



- The largest time savings measured by origin of Crossrail user are visible in the boroughs situated along the Crossrail corridor, although all will benefit.
- Residents of Newham & Greenwich are the biggest beneficiaries as a result of direct journey opportunities to Central London removing the need to interchange.

Borough	Origins 2026 Annual (£m)
Barking and Dagenham	6
Barnet	4
Bexley	13
Brent	4
Bromley	1
Camden	5
City of London	3
Croydon	3
Ealing	30
Enfield	10
Greenwich	42
Hackney	4
Hammersmith and Fulham	2
Haringey	3
Harrow	1
Havering	11
Hillingdon	19
Hounslow	2
Islington	3
Kensington and Chelsea	5
Kingston Upon Thames	2
Lambeth	3
Lewisham	5
Merton	2
Newham	44
Redbridge	17
Richmond upon Thames	1
Southwark	6
Sutton	1
Tower Hamlets	9
Waltham Forest	3
Wandsworth	2
Westminster	20

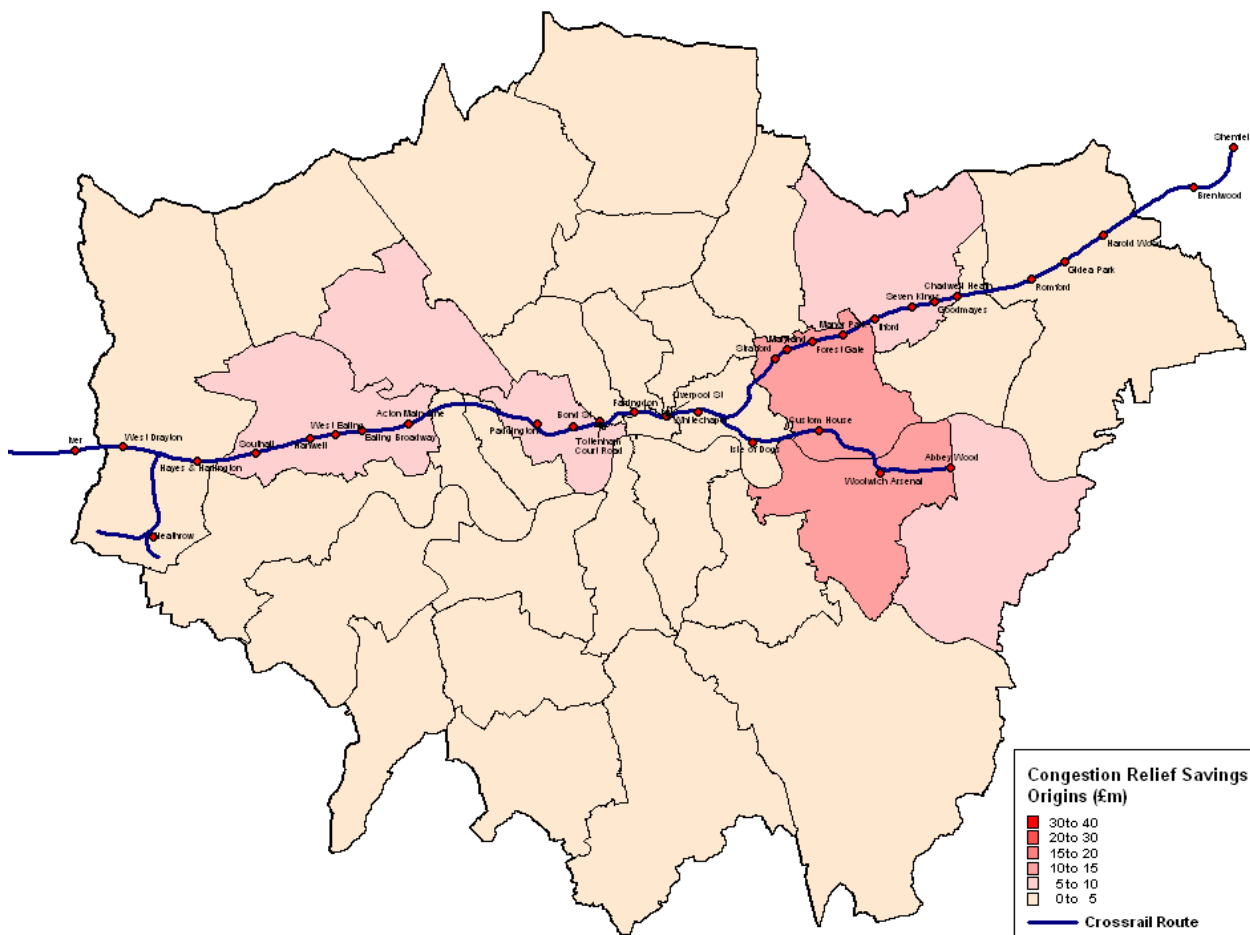
# Public Transport Time Savings (Destinations) by Borough (£m)



- As Crossrail enables direct journeys to Central London it is not surprising to see significant time savings to the Boroughs that are major employment areas in London where transport time benefits are measured by destination.

Borough	Destinations 2026 Annual (£m)
Barking and Dagenham	2
Barnet	4
Bexley	5
Brent	3
Bromley	0
Camden	32
City of London	33
Croydon	1
Ealing	11
Enfield	1
Greenwich	7
Hackney	8
Hammersmith and Fulham	5
Haringey	2
Harrow	1
Havering	3
Hillingdon	12
Hounslow	2
Islington	21
Kensington and Chelsea	8
Kingston Upon Thames	1
Lambeth	5
Lewisham	2
Merton	1
Newham	11
Redbridge	6
Richmond upon Thames	1
Southwark	9
Sutton	0
Tower Hamlets	34
Waltham Forest	1
Wandsworth	2
Westminster	90

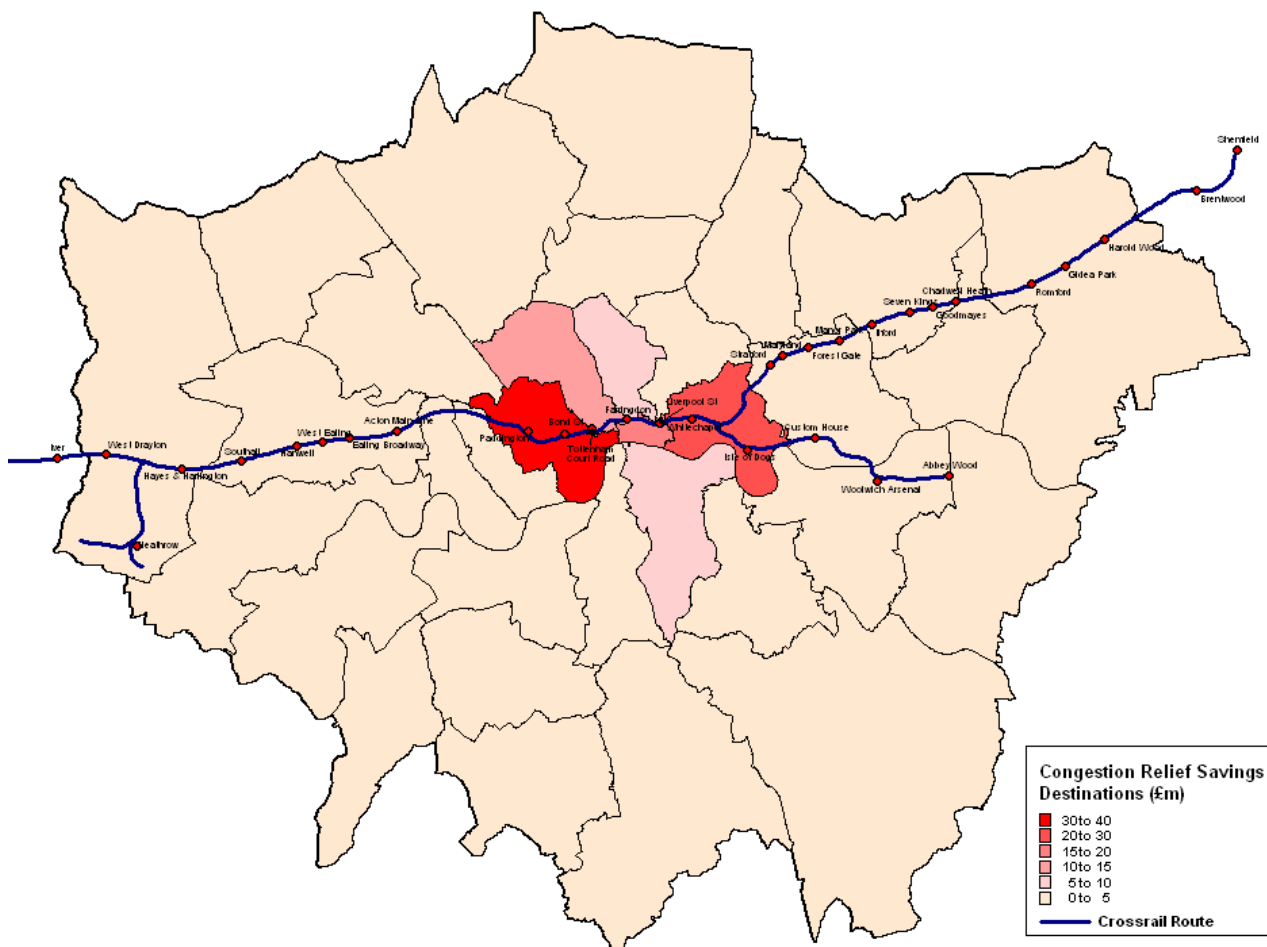
# Congestion Relief (Origins) by Borough (£m)



Borough	Origins 2026 Annual (£m)
Barking and Dagenham	3
Barnet	2
Bexley	6
Brent	5
Bromley	2
Camden	2
City of London	1
Croydon	1
Ealing	9
Enfield	2
Greenwich	12
Hackney	2
Hammersmith and Fulham	4
Haringey	3
Harrow	2
Havering	2
Hillingdon	4
Hounslow	4
Islington	2
Kensington and Chelsea	4
Kingston Upon Thames	0
Lambeth	2
Lewisham	3
Merton	1
Newham	11
Redbridge	6
Richmond upon Thames	2
Southwark	3
Sutton	0
Tower Hamlets	5
Waltham Forest	4
Wandsworth	2
Westminster	8

- Residents from most boroughs will experience less crowded trains as a result of Crossrail, making for more pleasant journeys. Greenwich and Newham again see the biggest impact.
- Residents in East London are primarily benefiting from the improved rolling stock Crossrail provides compared to Great Eastern.
- Residents in South East London are benefiting from a direct link into Central London and not having to travel on overcrowded trains through London Bridge

# Congestion Relief (Destinations) by Borough (£m)

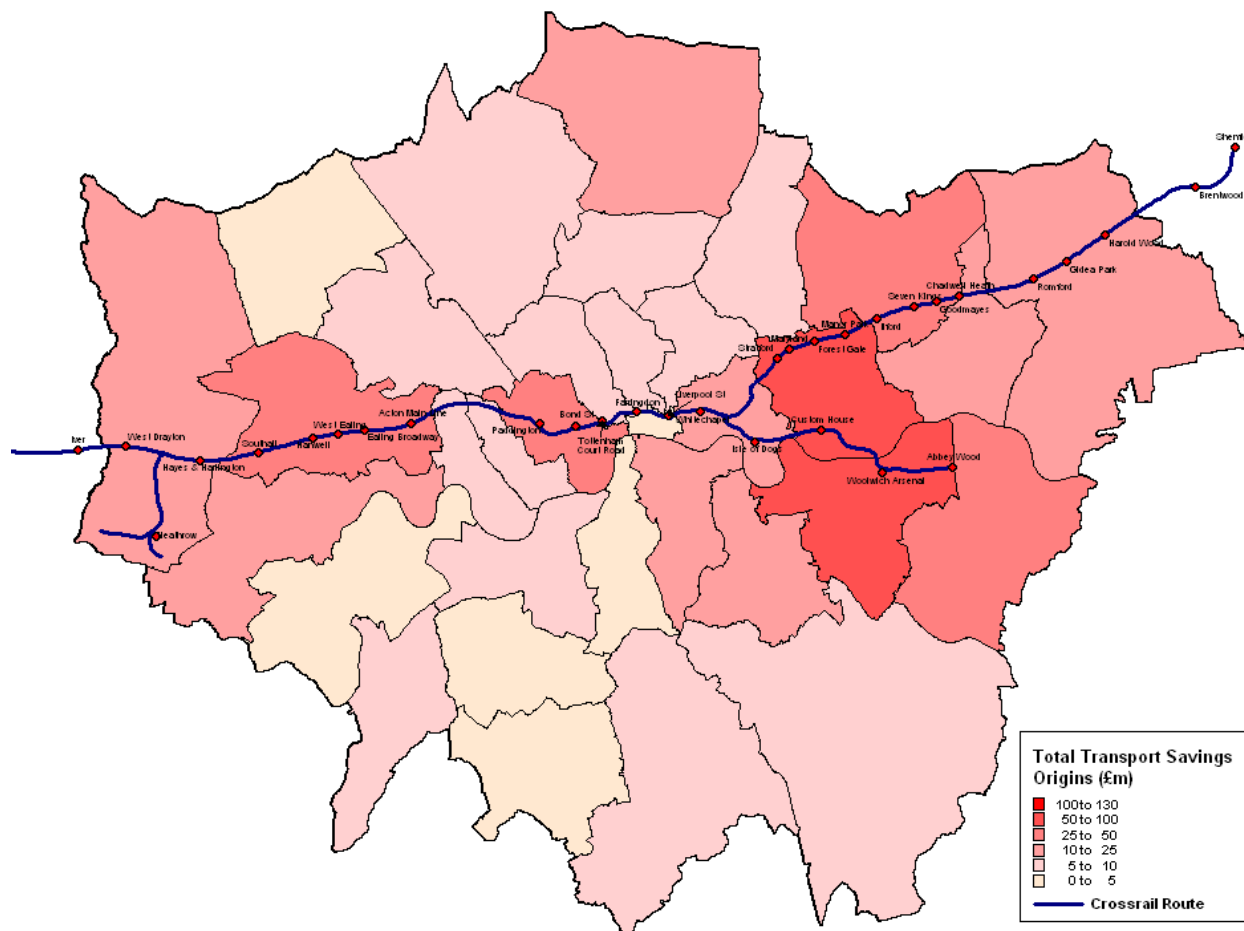


Borough	Destinations 2026 Annual (£m)
Barking and Dagenham	0
Barnet	1
Bexley	0
Brent	1
Bromley	0
Camden	14
City of London	16
Croydon	1
Ealing	2
Enfield	0
Greenwich	1
Hackney	2
Hammersmith and Fulham	3
Haringey	0
Harrow	1
Havering	0
Hillingdon	1
Hounslow	1
Islington	6
Kensington and Chelsea	5
Kingston Upon Thames	0
Lambeth	3
Lewisham	1
Merton	0
Newham	1
Redbridge	0
Richmond upon Thames	0
Southwark	7
Sutton	0
Tower Hamlets	29
Waltham Forest	0
Wandsworth	1
Westminster	38

• Not surprisingly the bulk of the congestion relief savings are found in central London Boroughs (the principal destinations), where significant extra capacity is provided by Crossrail, including to the Isle of Dogs.



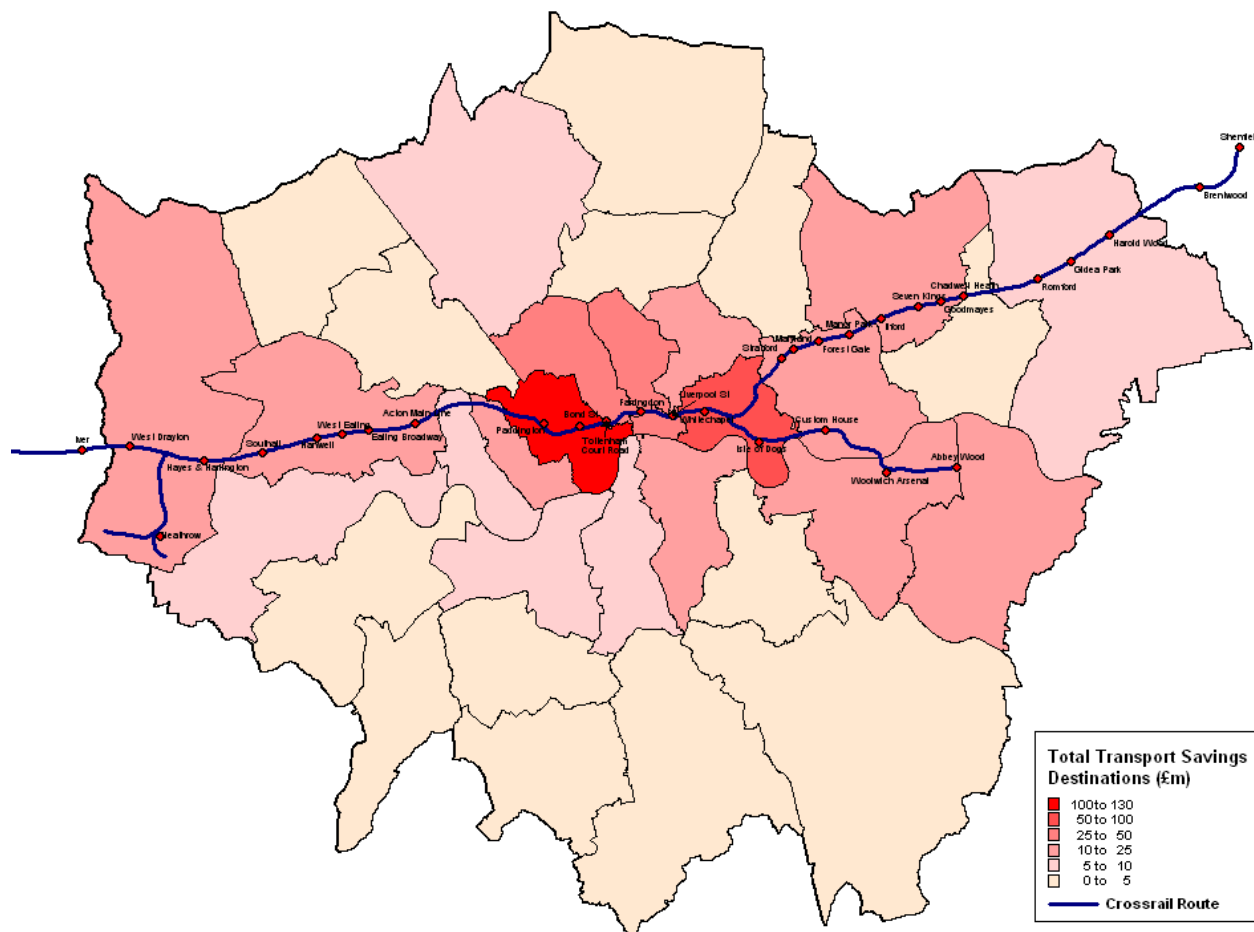
# Total Transport Benefits (Origins) by Borough (£m)



Borough	Origins Annual (£m)
Barking and Dagenham	11.3
Barnet	6.9
Bexley	26.8
Brent	8.0
Bromley	5.1
Camden	8.1
City of London	3.6
Croydon	5.1
Ealing	41.4
Enfield	13.2
Greenwich	63.1
Hackney	8.4
Hammersmith and Fulham	7.1
Haringey	6.2
Harrow	3.0
Havering	16.0
Hillingdon	24.7
Hounslow	10.8
Islington	5.1
Kensington and Chelsea	8.2
Kingston Upon Thames	5.0
Lambeth	2.9
Lewisham	10.0
Merton	4.1
Newham	58.7
Redbridge	27.7
Richmond upon Thames	4.5
Southwark	10.8
Sutton	2.6
Tower Hamlets	17.5
Waltham Forest	6.8
Wandsworth	6.6
Westminster	27.8

- Residents of all boroughs will benefit from Crossrail, even if not directly themselves as a result of others switching to Crossrail and relieving congestion on their journey.
- Time savings are the biggest proportion of the total transport Benefits that would be realised through Crossrail.
- Crossrail leads to a small decrease in highway vehicles across London, time savings to remaining road users are included within the Total Transport Benefits.

# Total Transport Benefits (Destinations) by Borough (£m)



Borough	Destinations Annual (£m)
Barking and Dagenham	4.9
Barnet	5.9
Bexley	13.7
Brent	2.1
Bromley	2.9
Camden	47.0
City of London	48.5
Croydon	3.5
Ealing	15.4
Enfield	1.9
Greenwich	17.7
Hackney	11.6
Hammersmith and Fulham	9.1
Haringey	2.1
Harrow	1.7
Havering	7.3
Hillingdon	15.0
Hounslow	6.8
Islington	26.8
Kensington and Chelsea	11.9
Kingston Upon Thames	3.1
Lambeth	6.5
Lewisham	4.9
Merton	2.6
Newham	16.9
Redbridge	10.1
Richmond upon Thames	3.0
Southwark	17.7
Sutton	1.8
Tower Hamlets	66.2
Waltham Forest	2.0
Wandsworth	5.2
Westminster	128.2

- The three major employment centres in London (City, Westminster and Tower Hamlets) will see significant benefits as a result of Crossrail, as accessibility will increase making them more attractive destinations for companies to locate.
- Boroughs not on the Crossrail route also experience benefits.
- Crossrail leads to a small decrease in highway vehicles across London, time savings to remaining road users are included within the Total Transport Benefits.

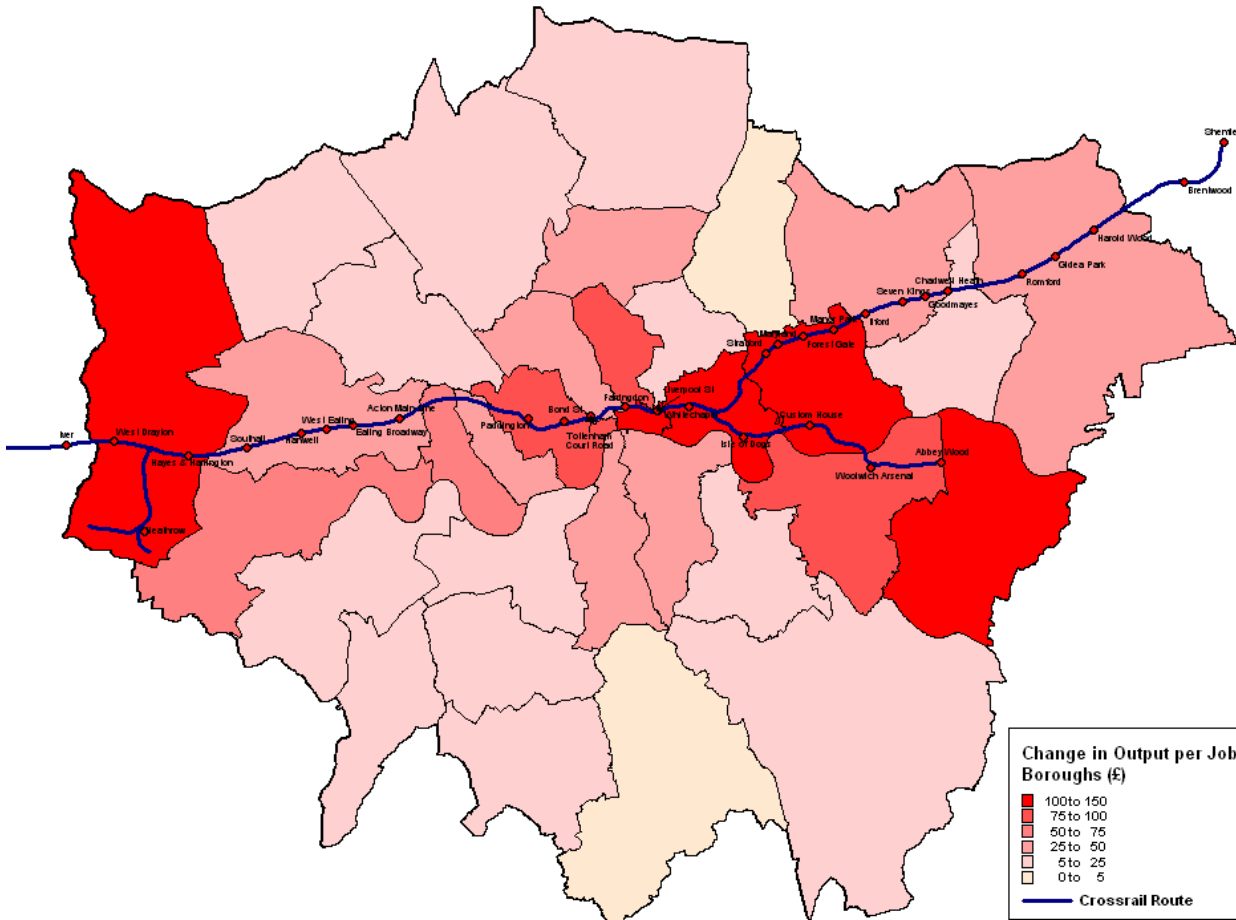






# Wider Economic Benefits

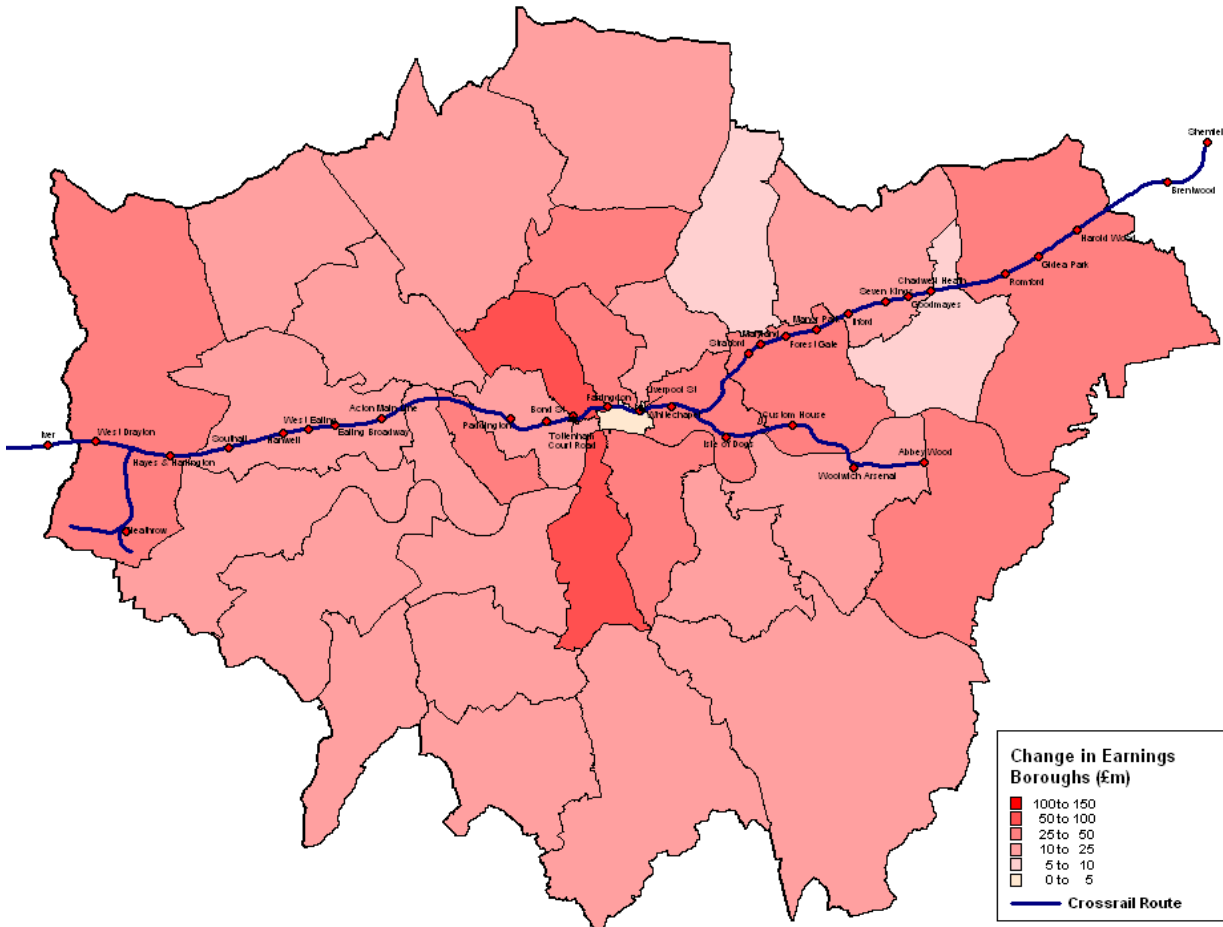
# Output per Job (£s)



Borough	by Job (£)
Barking and Dagenham	17.47
Barnet	14.61
Bexley	149.29
Brent	13.00
Bromley	5.21
Camden	49.31
City of London	104.15
Croydon	4.65
Ealing	36.22
Enfield	17.17
Greenwich	85.84
Hackney	13.20
Hammersmith and Fulham	59.58
Haringey	32.32
Harrow	8.55
Havering	39.13
Hillingdon	109.27
Hounslow	54.88
Islington	80.70
Kensington and Chelsea	31.20
Kingston Upon Thames	14.78
Lambeth	32.69
Lewisham	17.84
Merton	7.59
Newham	132.85
Redbridge	39.12
Richmond upon Thames	20.50
Southwark	31.01
Sutton	9.50
Tower Hamlets	142.73
Waltham Forest	4.22
Wandsworth	19.49
Westminster	82.01

- The change in output arises from the pure agglomeration effects of Crossrail, which captures the increase in productivity all workers experience from the increase in accessibility resulting from Crossrail.
- Output represents Gross Value Added, the additional value of output generated by organisations, resulting from employees' increased productivity.
- The boroughs which experience the most significant change in accessibility to jobs have the highest change in output per job.

# Earnings per Borough (£m)



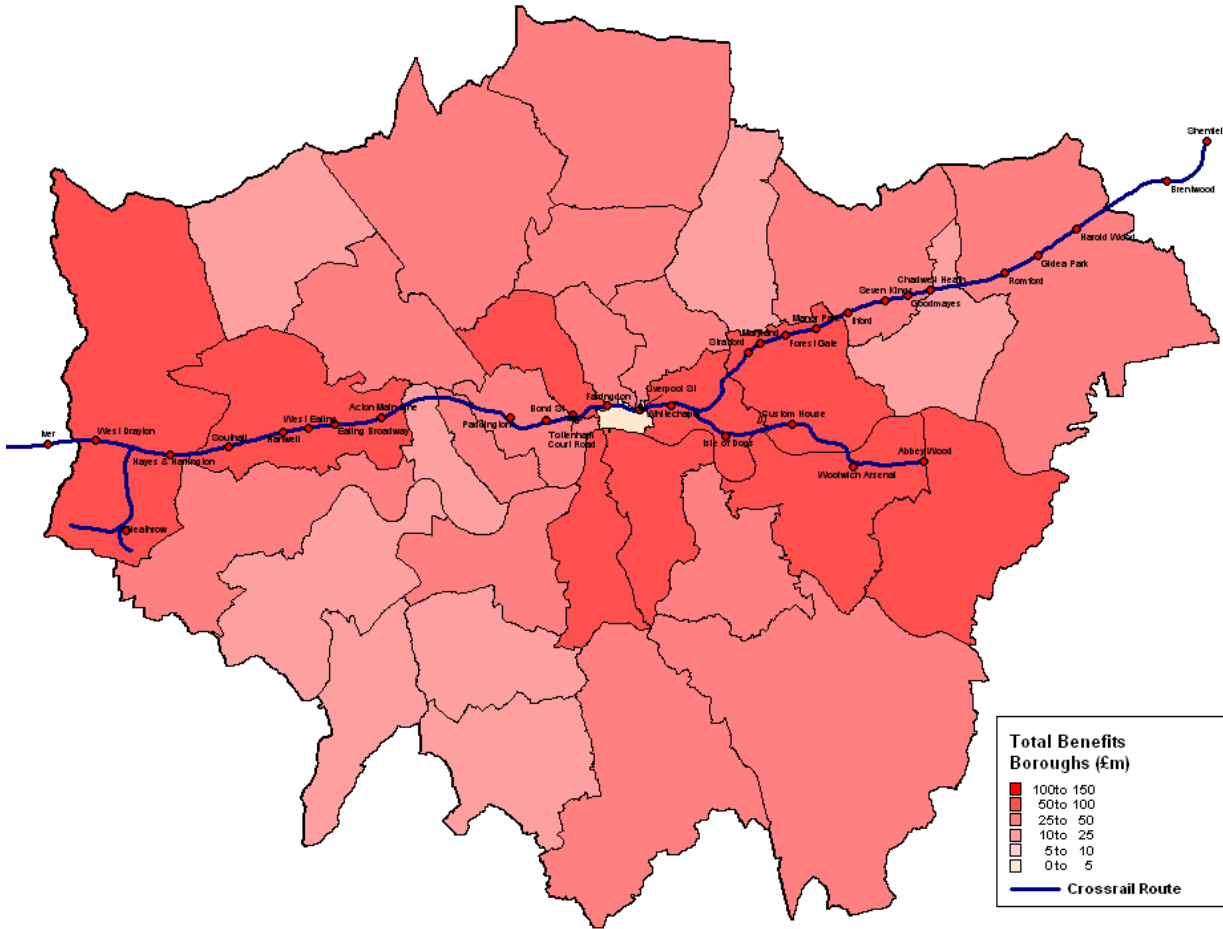
Borough	by Borough (£m)
Barking and Dagenham	5.4
Barnet	23.6
Bexley	31.5
Brent	23.3
Bromley	23.5
Camden	55.9
City of London	1.0
Croydon	24.4
Ealing	15.5
Enfield	14.2
Greenwich	21.3
Hackney	17.7
Hammersmith and Fulham	16.2
Haringey	26.5
Harrow	13.2
Havering	27.3
Hillingdon	33.9
Hounslow	15.8
Islington	35.8
Kensington and Chelsea	27.0
Kingston Upon Thames	13.3
Lambeth	58.0
Lewisham	24.7
Merton	10.2
Newham	41.1
Redbridge	21.2
Richmond upon Thames	16.5
Southwark	47.7
Sutton	11.1
Tower Hamlets	34.3
Waltham Forest	8.5
Wandsworth	19.2
Westminster	19.8

- 90% of output is assumed to filter through to gross wages as earnings. Income Tax, National Insurance and pension contributions have not been deducted.
- Earnings have been distributed according to where employees live, so although the majority of the gain in output occurs in central London, the majority of earnings will be spent locally by employees.





# Total Benefits (Transport & Earnings) (£m)



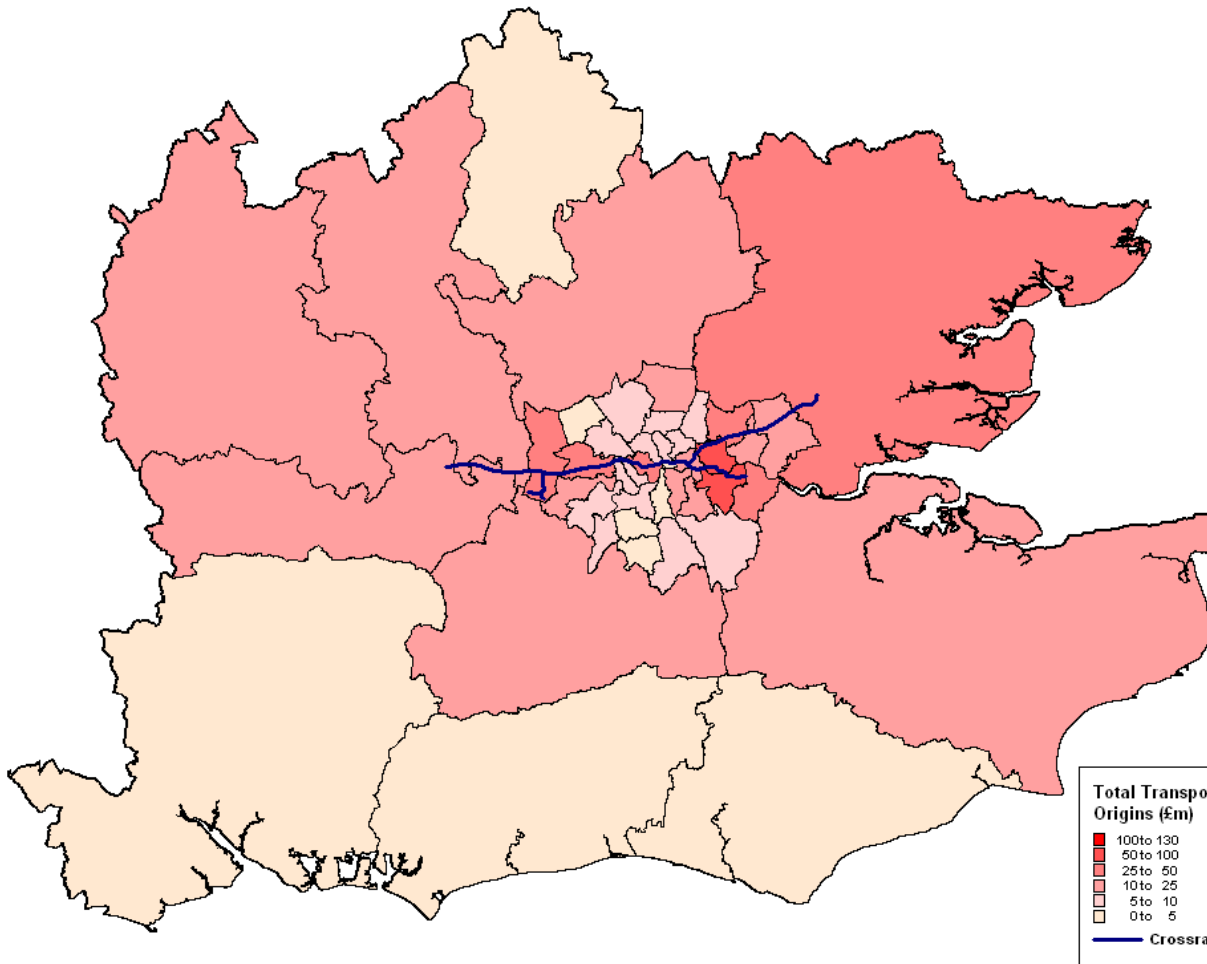
Borough	Total Transport & Earnings (£m)
Barking and Dagenham	16.7
Barnet	30.5
Bexley	58.3
Brent	31.3
Bromley	28.6
Camden	64.0
City of London	4.7
Croydon	29.5
Ealing	56.9
Enfield	27.5
Greenwich	84.5
Hackney	26.1
Hammersmith and Fulham	23.3
Haringey	32.6
Harrow	16.2
Havering	43.3
Hillingdon	58.5
Hounslow	26.6
Islington	40.9
Kensington and Chelsea	35.2
Kingston Upon Thames	18.3
Lambeth	61.0
Lewisham	34.7
Merton	14.3
Newham	99.8
Redbridge	48.9
Richmond upon Thames	21.0
Southwark	58.4
Sutton	13.6
Tower Hamlets	51.8
Waltham Forest	15.4
Wandsworth	25.8
Westminster	47.6

- Total benefits are spread to boroughs not on the Crossrail route and widely to outer London.
- The above maps shows transport benefits and earnings distributed according to where public transport users live, which is why the City receives a low value, due to its small population.

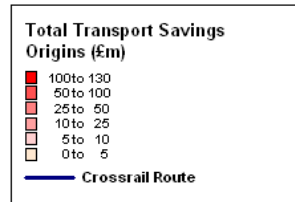


# Part 2: The South East Transport Benefits

# Total Transport Benefits (Origins) (£m)

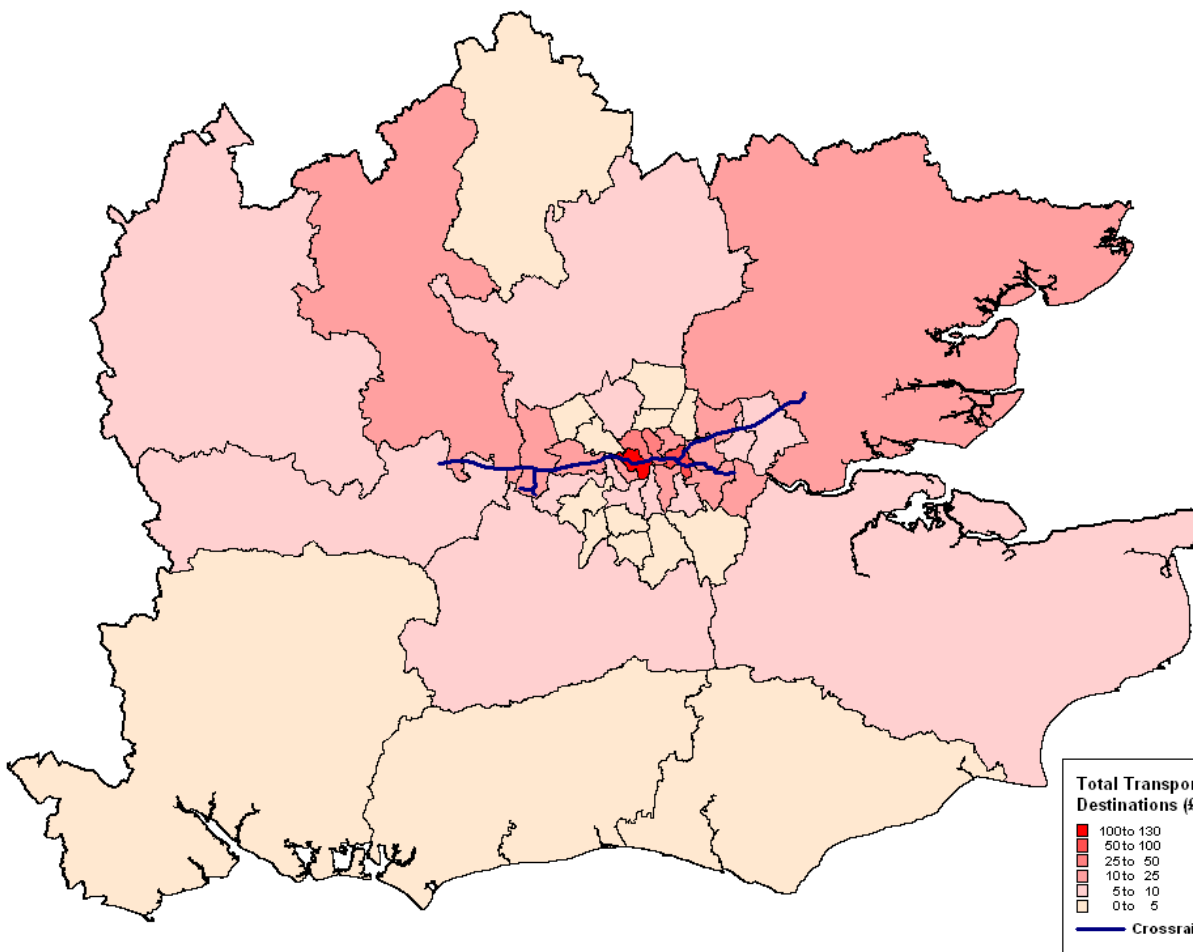


Borough	Origins Annual (£m)
Kent	14.2
East Sussex	0
West Sussex	0.5
Hampshire	1.8
Berkshire	23.1
Oxfordshire	10.3
Buckinghamshire	12.7
Bedfordshire	1.3
Surrey	10.3
Hertfordshire	15.9
Essex	26.2



• Crossrail will provide benefits to those using Crossrail for just part of their journey, so the above map shows that those that benefits from Crossrail will be spread far beyond the limits of the railway.

# Total Transport Benefits (Destinations) (£m)



Borough	Destinations Annual (£m)
Kent	8.7
East Sussex	1.9
West Sussex	0.6
Hampshire	0
Berkshire	8.7
Oxfordshire	5.3
Buckinghamshire	20.0
Bedfordshire	1.4
Surrey	7.2
Hertfordshire	7.2
Essex	9.7

- The above map shows the extent to which commuters travel into Central London for work and the benefits of using Crossrail to travel outside London, indicating the benefits from Crossrail will be felt far and wide across the South East and not just confined to the Greater London Area.