

Date: 14 June 2016

Item: Crossrail Update

This paper will be considered in public

1 Summary

- 1.1 The purpose of this paper is to provide the Committee with an update on the Crossrail Project, which is delivering the new railway on which TfL's Elizabeth line will operate from December 2018.

2 Recommendation

- 2.1 **That the Committee note the paper.**

3 Background

- 3.1 At the Audit and Assurance Committee on 8 March 2016, TfL's Chief Finance Officer agreed to provide regular updates to the Committee on the Crossrail Project to ensure that the Committee had a greater level of visibility of the railway that is to be handed over to TfL in just over two years.
- 3.2 The Crossrail Project is jointly sponsored by TfL and the Department for Transport and was established to deliver a new east-west railway connecting Reading and Heathrow with Shenfield and Abbey Wood via central London. The project includes the delivery of 42km of new tunnels under London and the construction of 10 new stations at locations including Paddington, Bond Street, Farringdon and Canary Wharf. It also includes upgrade works on existing rail lines between Reading and Paddington; and Liverpool Street and Shenfield. The overall funding envelope for the project is £14.8bn.
- 3.3 Delivery of the project is led by Crossrail Limited (CRL), a wholly owned subsidiary of TfL, with the operational elements such as the rolling stock and depot led by TfL. In May 2015, TfL took over rail services between Liverpool Street and Shenfield. These services currently operate as TfL Rail but will ultimately form part of the Elizabeth line. TfL Rail is currently one of the best performing train operators in the country, with a Moving Annual Average Public Performance Measure of 93.95 per cent, up 2.7 per cent from the prior year.

4 Crossrail Project Update

- 4.1 The Crossrail Project is nearing 75 per cent complete and remains on budget and on time. All of the tunnelling work is complete and the majority of the civil engineering works to create the structures for the new stations is also complete. The focus of the project has therefore shifted to fitting out the new tunnels and stations with railway systems infrastructure.

- 4.2 At the time of writing, just over 20 per cent of the new railway tracks have been laid and over 50 per cent of the platforms within the new stations have been built. Work is also well underway to deliver power, platform screen doors, tunnel ventilation and communications and control systems. The works on the existing railway, which are being managed by Network Rail on behalf of CRL, are just over 60 per cent complete.
- 4.3 Good progress is being made on the construction of the principal depot and stabling facility for Elizabeth line services at Old Oak Common, with the main Operations Maintenance and Control building now weather tight and internal works well underway.
- 4.4 The new Elizabeth line trains (Class 345) are being built at Bombardier's production facility in Derby and the initial test train is due to begin trials at the Derby test facility in early summer 2016.
- 4.5 The new railway will open in stages, an approach that was agreed by the Sponsors from the outset, to mitigate any risks associated with opening the whole route in a single day. The principal opening stages are:
- (a) May 2017 – Class 345 train introduced on the route between Shenfield and Liverpool Street (main line platforms);
 - (b) May 2018 – Class 345 trains to operate between Paddington (main line platforms) and Heathrow Airport;
 - (c) December 2018 – Elizabeth line services commence between Paddington (Elizabeth line platforms) and Abbey Wood;
 - (d) May 2019 – Paddington (Elizabeth line platforms) to Shenfield; and
 - (e) December 2019 – Full through service from Reading to Shenfield/Abbey Wood.
- 4.6 In addition to the core works, the Crossrail Project continues to deliver a wide range of sustainability initiatives. At the end of the last financial year, the number of apprentices who had worked on the project was 543, exceeding the target of 400 that was established at the start of the project. CRL has also recently launched the Crossrail Learning Legacy which is the collation and dissemination of good practice, lessons learned and innovation from the Crossrail Project. The Learning Legacy website has been created as a standalone resource such that it can continue to be used by the industry once the project is complete.

List of Appendices:

None

List of Background Papers:

None

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