

Date: 11 October 2016

Item: Crossrail Update

This paper will be considered in public

1 Summary

- 1.1 The purpose of this paper is to provide the Audit and Assurance 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 this paper.**

3 Background

- 3.1 At the Audit and Assurance Committee on 8 March 2016, TfL's Chief Finance Officer (CFO) agreed to provide more 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 approximately two years time.
- 3.2 The Crossrail Project is jointly sponsored by TfL and the Department for Transport (DfT) 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 (PPM) of 94.46 per cent (Period 5).

4 Crossrail Project Update

- 4.1 The Crossrail Project is more than 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 are 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 50 per cent of the new railway tracks had been laid and over 90 per cent of the platforms within the new stations had 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 70 per cent complete.
- 4.3 The new Elizabeth line trains (Class 345) are being built at Bombardier's production facility in Derby. The first train off the production line has completed its testing at the factory test track in Derby and is now undertaking further tests at the Old Dalby Test Track in the Midlands.
- 4.4 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 principle opening stages are:
- (a) May 2017 – First Class 345 train introduced on the route between Shenfield and Liverpool Street (main line platforms);
 - (b) May 2018 – Class 345 trains 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.
- 4.5 In addition to the core works, the Crossrail Project continues to deliver a wide range of sustainability initiatives. At the end of Period 5, the number of apprentices who had worked on the project was 602, exceeding the target of 400 that was established at the start of the project. The Crossrail Learning Legacy website, which is the collation and dissemination of good practice, lessons learned and innovation from the Crossrail Project, has been updated with the next tranche of papers to be shared with wider industry.
- 4.6 At its meeting on 22 September 2016, the TfL Board appointed Mark Wild, Managing Director of London Underground, to be the TfL nominated non-executive director on the Crossrail Limited Board. This appointment will help ensure close liaison between TfL and Crossrail Limited as the project moves towards becoming an operational railway.

List of appendices to this report:

None

List of Background Papers:

None

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