

1. Why didn't you announce this when you announced the additional funding?

The change to the schedule hadn't been advised to us. Sponsors were only made aware on XXXX.

2. How could you have been unaware of the potential for this delay?

As has been discussed publicly on a number of occasions at the TfL Board, the Crossrail Limited team have been managing a number of schedule and finance pressures as this enormously complex project draws towards completion.

Crossrail Limited has now completed a formal and comprehensive review of the schedule for the completion of the construction and integrated systems testing ahead of the line opening safely and reliably to passengers. As a result of that, Crossrail has now notified us that they can't meet the December 2018 date which means that the central section is expected to open in autumn 2019.

Crossrail has confirmed that the full opening of the line remains on track for December 2019.

3. Will this have a further impact on the already extended funding envelope?

As announced in July, an additional £300m of funding has been made available by the DfT and TfL, the joint sponsors of the project, to Crossrail Limited.

Crossrail Limited will advise of any additional costs arising from the revised opening date. If required, a revised funding package will be prepared between the DfT and TfL.

4. Why did you agree the funding package with the DfT in July, potentially leaving TfL to foot the bill for any remaining costs?

When the revised funding agreement was made in July, Crossrail Limited had not advised the DfT and TfL, the joint sponsors of the project, of the need for a revised opening date and the potential cost implications of this. We continue to work closely with Crossrail Limited and the DfT on the potential financial implications of this change.

5. What are the revenue implications of not beginning a service from this December?

Although there will be some lost revenue through opening the central section of the Elizabeth line later than anticipated, the main revenue benefits will be made when the Elizabeth line fully opens in December 2019, which remains on schedule.

If pressed: What was the predicted revenue from December 2018?

Circa £80m, although this includes revenue from TfL Rail services between Liverpool Street and Shenfield and Paddington and Hayes & Harlington / Heathrow.

6. What are the revenue implications of not running a full service by December 2019?

The TfL business plan forecast £400m per annum in revenue following the opening of the full railway out to Reading from December 2019 and this remains on schedule.

7. How will you fund the December delay?

Crossrail Limited will advise of any additional costs arising from the delay. If required, a revised funding package will be prepared between the DfT and TfL. We are experienced at managing our costs and are ahead of our savings target for the year. Full details will be announced as part of our annual business planning process in November.

8. Is the funding for other projects now at risk?

Full funding details will be announced as part of our annual business planning process in November.

9. What are the reasons for the delay? Who is to blame?

The original programme for testing has been compressed by more time being needed by contractors to complete fit-out activity in the central tunnels. Testing has started, but further time is required to complete the full range of integrated tests required to ensure a safe and reliable railway.

10. How can you be confident the full opening in 2019 will still be on schedule?

The DfT and TfL will continue to work closely with Crossrail Limited on the revised schedule which prioritises fully opening the railway between Abbey Wood and Reading, as planned, by the end of 2019.

11. What is the regulatory sign off required to run the railway?

There are a series of safety reviews both TfL and MTR, the operator, need to complete ahead of the railway being ready for passenger service which is why full testing of all of the systems together is essential. The Office of Rail and Road then need to approve the railway as safe to operate before services can begin.

12. Doesn't this show an inability by Government and Transport for London to deliver major projects on time and on budget?

No. Crossrail is a world class infrastructure project that will transform travel in London and the South East and is delivering immense benefits to the whole of the UK through its vast supply chain, adding up to £42bn to the UK economy.

Major projects are integral to unlocking new housing, creating jobs, driving forward economic growth and provide communities across the country with the transport infrastructure we need for the future.

All major projects are subject to the highest level of scrutiny to ensure they can be successful. However, there is always the potential for unexpected pressures to emerge that can challenge opening dates.

The delay is disappointing, but not uncommon in a project of this scale and complexity and delivering the Elizabeth line safely is of paramount importance.

13. Why weren't these delays noticed earlier and mitigating action taken?

Following a full review of the project delivery schedule we have been advised the central section of the railway will not be able to open in December 2018.

Although the major construction work has been broadly delivered to schedule, finalising the communications systems and bringing together and testing the complicated interfaces such as track, power, signalling and trains is the most complex phase of the Crossrail project and it is during this late phase of the project that Crossrail Limited has come up against delays.

The DfT and TfL will continue to push Crossrail Limited to manage any schedule pressures and mitigate these as much as possible. The new schedule will prioritise fully opening the railway between Abbey Wood and Reading, as planned, by the end of 2019.

14. What was the impact of the electrical explosion at Pudding Mill Lane on the completion date and cost for the Elizabeth line?

During the initial energisation of electrical equipment at Pudding Mill Lane sub-station on 11 November 2017, two voltage transformers failed.

This caused a delay in the ability of several sub-contractors to complete works, which had an impact on the testing of key infrastructure.

The cause of the failure was quality assurance. This delayed the start of energisation of power equipment in the tunnels by several months while extensive checks were completed.

This was one of a number of unexpected challenges that occurred during construction, and it highlights the complexity of delivering major projects.

15. What about the Network Rail works, are they also delayed?

The upgrade of existing stations in the west is the responsibility of Network Rail and the DfT and these are due to be complete by December 2019.

16. What is the revised timetable for opening?

Stage 3 – Summer 2019

The Elizabeth line opens. Three separate services will operate:

- Paddington to Abbey Wood
- Paddington (National Rail station) to Heathrow
- Liverpool Street (National Rail station) to Shenfield

Stage 4 – Autumn 2019

Direct services operate Paddington to Shenfield and Paddington to Abbey Wood (no need to change at Liverpool Street station). Services from Paddington to Heathrow will continue to start and terminate in the National Rail station.

Stage 5 – December 2019

The Elizabeth line is fully open, with services running from Reading and Heathrow in the west through the central tunnels to Shenfield and Abbey Wood in the east.

17. What is Crossrail Limited responsible for?

Crossrail Limited is responsible for the construction and delivery of the end-to-end railway and has full accountability for systems integration; including integrating and testing the new trains with the new infrastructure, such as signalling and track. They are also responsible for managing the contracts for the main construction and the delivery of the railway, including signalling.

18. What is TfL responsible for?

TfL is one of the joint sponsors of the project.

The railway will become part of the TfL network when the railway is operational; TfL let the concession to run the railway to MTR Crossrail.

The contract for the build of the brand new Elizabeth line trains and depot was selected and awarded by TfL to Bombardier, however the integration of the new train with the new infrastructure, such as track and signalling, is the responsibility of Crossrail Limited.

19. What is DfT responsible for?

The DfT is one of the joint sponsors of the project.

Network Rail report to the DfT on the sections they are responsible for.

20. What is Network Rail responsible for?

Network Rail is delivering the upgrade work across the existing stations and railway. This includes station upgrades and installation of lifts to improve accessibility.