

## Jacob Gemma

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**From:** Gasson Sarah  
**Sent:** 30 August 2018 14:19  
**To:** Brown Mike (Commissioner); Everitt Vernon; Wild Mark (CEO Crossrail); Kilonback Simon; external howard Smith; Carter Howard; Powell Gareth; Dix Michèle  
**Cc:** Brown Matt; Preteceille Lauren; Edwards Nicky; Prior Lois; Morley Vicky; Gillespie Alice; Mannah Sylvia; Tucker John; Brown Andy (Corporate Affairs); Zavitz Richard; Preen Heather; Tagg Ella (ST); Branks Kirsten; Thomson Linda; Lee Stuart; Quinn Amy; Leaker Jane; Fenimore laura; Williams Alex  
**Subject:** For info: Elizabeth line revised opening date announcement - TfL restricted

Dear all,

As you will be aware, today we received notice from Crossrail that they will be unable to deliver the central section of the Elizabeth line by December, as originally planned.

Below is the final press release announcing this news, which will be issued **by Crossrail at 10am tomorrow**. Obviously, until then the news remains confidential.

A comprehensive plan for briefing key stakeholders has been agreed between Crossrail, DfT and ourselves. A message from Mike to TfL staff will also be issued tomorrow, following the press release.

If pushed hard for interview by broadcast media, Simon Wright from Crossrail will be conducting interviews on this.

Our response, if asked for general comment by media, will be as follows:

Mark Wild, London Underground and Elizabeth line Managing Director, said: "We will continue to work closely with Crossrail Limited as they complete the remaining railway infrastructure work and testing needed to deliver the new railway. The delayed opening is disappointing, but ensuring the Elizabeth line is safe and reliable for our customers from day one is of paramount importance."

If asked about funding, our response will be as follows:

A TfL spokesperson, said: "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. TfL and the DfT will now work with Crossrail Limited to establish whether the revised schedule has any additional impact on funding."

City Hall's response will be as follows:

Spokesperson for the Mayor - "It's obviously disappointing that Crossrail Ltd have advised that they need more time than anticipated to complete the final pieces of infrastructure, and to carry out the extensive testing required before the next phase of the Elizabeth Line can open.

"This has been a ten-year construction project and is one of the most complex engineering schemes ever undertaken. It is essential that a safe and reliable railway operates from day one, and this has to be the top priority.

"When complete, the Elizabeth Line will transform travel across London and the South East, with new state-of-the-art trains taking millions of people more quickly across London, providing a boost to the economy worth billions of pounds."

We'll keep you updated on how this news is landing tomorrow once the announcement is made.

Many thanks

## Elizabeth line services through central London to start in 2019

- **Central section between Paddington and Abbey Wood will open in autumn 2019**
- **Further time required to ensure a safe and reliable railway for customers from day one of passenger service**

The Elizabeth line, which will redefine transport in London with quicker, easier and more accessible journeys, is expected to open through central London in autumn 2019, Crossrail Limited announced today. The revised schedule is needed to complete the final infrastructure and extensive testing required to ensure the Elizabeth line opens as a safe and reliable railway.

The hugely complex ten-year project, delivered by Crossrail Limited, brings together multiple infrastructure contracts, new trains and three different signalling systems. The Elizabeth line will add 10 per cent to central London's rail capacity when fully opened, and the project will boost the economy by an estimated £42bn.

Crossrail Limited has been working hard to maintain the programme and sufficient testing time is required to introduce the next phase of the railway – the central section between Paddington and Abbey Wood – in a way that can be guaranteed to be safe and reliable.

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

The focus remains on opening the full Elizabeth line, from Reading and Heathrow in the west to Shenfield and Abbey Wood, in the east as soon after the central tunnels open as possible.

**Simon Wright, Crossrail Chief Executive said:** "The Elizabeth line is one of the most complex and challenging infrastructure projects ever undertaken in the UK and is now in its final stages. We have made huge progress with the delivery of this incredible project and we need further time to complete the testing of the new railway. We are working around the clock with our supply chain and Transport for London to complete and commission the Elizabeth line."

The new Elizabeth line trains are already operating between Shenfield and Liverpool Street (mainline station) and between Paddington (mainline station) and Hayes & Harlington, in readiness for the full opening. The trains are also being tested in the Heathrow tunnels. Construction activity is drawing to a close including the completion of the remaining architectural fit-out in the new central section stations.

When the central section of the Elizabeth line opens in 2019, the railway will initially operate as three separate services, as planned:

- Paddington (Elizabeth line station) to Abbey Wood via central London
- Paddington (mainline station) to Heathrow (Terminals 2, 3 and 4)
- Liverpool Street (mainline station) to Shenfield

The new railway, jointly sponsored by the Department for Transport and Transport for London, with support from London's business community, will connect stations such as Paddington to Canary Wharf in only 17 minutes, transforming how Londoners and visitors move across the capital.

The Elizabeth line will bring an extra 1.5 million people to within 45 minutes of central London and more than 200 million passengers are expected to use it every year.

ENDS

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