Supplementary information for the London Assembly Transport Committee

29 March 2012

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Contents

1 Introduction

This short paper has been prepared following the 21 February 2012 meeting of the London Assembly Transport Committee (the Committee) that CRL attended.

Correspondence from the Chair of the Committee sought clarifications and further information on a number of issues and topics that were discussed at the meeting. This document provides this additional information, and will cover the following topics:

- The finalised Crossrail route and stations
- Improvements to Surface Section stations
- The benefits for small and medium sized enterprises (SMEs) from Crossrail
- The benefits for local employment from Crossrail
- Crossrail climate change impacts (sustainability)

The rest of this report will provide an update on each of these topics.

2 The finalised Crossrail route and stations

The Crossrail route has not changed since the 2008 Crossrail Act received Royal Assent in July 2008. The Committee requested further clarity on the following three areas: Woolwich; Kensal Green; and Old Oak Common.

2.1 Woolwich

Provision was included in the Crossrail Act for a Crossrail Woolwich Station to be part of the Crossrail network however an operational station would only be delivered subject to the Crossrail Project Sponsors reviewing whether suitable funding arrangements (possibly involving third parties) could be established.

To date the Crossrail Project Sponsors have secured a funding package involving the London Borough of Greenwich and Berkeley Homes Limited for delivering a station box at Woolwich. This is now being delivered as part of the Crossrail Programme.

Fit-out of a Crossrail Woolwich Station will require a separate funding package to be established by the Crossrail Project Sponsors. Discussions are currently underway to establish such a funding arrangement.

CRL has informed the Crossrail Project Sponsors that a decision on whether to fit-out a Crossrail Woolwich Station would need to be made by mid-2013 if it is to open in line with the rest of the Crossrail route.

2.2 Kensal Green

No provision for a Crossrail Station at Kensal Green was included in the 2008 Crossrail Act. Nonetheless the Royal Borough of Kensington and Chelsea have sought to promote the inclusion of a Crossrail Station at Kensal Green. As outlined to the Committee on 21 February 2012, the Crossrail Sponsors have set the following three conditions that would

need to be satisfied before a Crossrail Station at Kensal Green could be included as part of the Crossrail Project:

- That there would be no disruption to current and future services on the Great Western mainline;
- That there should be no delay to the overall Crossrail Programme; and
- That it should not add to the Crossrail Project costs.

Discussions for establishing whether a Crossrail Station at Kensal Green may become part of the Crossrail Project have also had to consider the implications of the Government's recent decision to promote a new high speed railway between London and Birmingham (High Speed 2).

CRL has informed the Crossrail Project Sponsors that a decision on whether to include a Kensal Green Station would need to be made by the end of 2013 to avoid delays to the delivery of the Crossrail Programme and its phased opening dates.

2.3 Old Oak Common

There have been no discussions concerning the delivery of a station at Old Oak Common as part of the Crossrail Project. The land at Old Oak Common to the north of the Great Western Mainline will be the location of the Crossrail depot.

The Government's current plan for High Speed 2 does include an Old Oak Common interchange station to the south of the Crossrail depot. It is currently assumed that this would be designed, delivered and funded as part of High Speed 2 project.

3 Improvements to Surface Section stations

The scope of works at existing stations on the surface sections of the Crossrail network have been discussed and reviewed with stakeholders for many years.

When the Crossrail Act was introduced to Parliament in May 2005 the level of design was that which was sufficient to enable the Bill to be drafted and the environmental impacts of the scheme to be assessed. This gave a high level indication of the scope of improvements that could be delivered at each station.

It was made clear within the Bill documentation and during the consultation and examination stages that the designs would continue to develop. The intention was that the indicative designs would only be baselined as part of the scope of works for the Crossrail Programme once their safety, cost, and delivery schedule impacts were understood following design development.

Following Royal Assent, Crossrail initiated design work based on the design concepts originally developed for the Crossrail Act. Essentially, to deliver a programme of station improvements that met the requirements for performance established by the Crossrail Project Sponsors, and were affordable given the funding envelope for the overall Crossrail Programme.

The majority of this work took place in 2010. Initial capital cost estimates from Network Rail indicated that there would be affordability challenges from the programme of

improvements under consideration. In addition, CRL and Network Rail were conscious of the need to manage public expenditure commitments carefully given the economic downturn from late 2008 and the subsequent need to support the Government's deficit reduction strategy ahead of the 2010 Comprehensive Spending Review (CSR).

The designs for the surface section stations were therefore further developed to ensure value for money while still meeting the performance requirements established by the Crossrail Project Sponsors. These were reviewed by the Crossrail Project Sponsors, and introduced to all affected London Boroughs.

Table 1 provides an overview of how the scope of station improvements has changed as a consequence of this design development, which is still on-going. Each station has been classified as having 'Major' or 'Minor' improvements planned.

The scope of the minor improvements planned involves corporate re-branding, new station signing and lighting, along with new passenger information facilities.

It should be noted that all surface section stations that were planned to receive major improvements at the time of the Crossrail Act are still receiving them. The precise nature of these improvement schemes have in some circumstances been adjusted, and this is described in Table 1.

Table 1: Existing surface section stations

Station	Expected scope of improvement works: Crossrail Act		Current scope of improvement works	
	Major/Minor		Major/Minor	
Maidenhead	Major	• Improved passenger access from Shoppenhangers Road • New ticket hall with re-arranged forecourt and new passenger lifts to provide level access for people with restricted mobility • New lift and stairs at North entrance to provide access (including step free) to new bay platform 6	Major	• Improved passenger access from Shoppenhangers Road • Existing ticket hall extended and new passenger lifts to provide level access for people with restricted mobility • New lift and stairs at North entrance to provide access (including step free) to new bay platform 6
Taplow	Minor	• Minor architectural works and passenger information facilities	Minor	No change
Burnham	Minor	• Minor architectural works and passenger information facilities	Minor	No change
Slough	Major	• Rearranged southern ticket hall • Existing passenger footbridge replaced with level access for people with restricted mobility • Improved northern entry to platform 5	Major	• Rearranged southern ticket hall • Existing passenger footbridge retained and new footbridge provided by Network Rail Access for All Programme • Improved northern entry to platform 5
Langley	Minor	• Minor architectural works and passenger information facilities	Minor	No change
Iver	Minor	• Minor architectural works and passenger information facilities	Minor	No change
West Drayton	Major	• New ticket hall and staff facilities, with provision for ticket gates and ticket machines • New toilets • New passenger lifts to provide level access for people with restricted mobility	Major	• Existing ticket hall extended and refurbished with staffing facilities and provision for ticket gates and ticket machines • New toilets • New passenger lifts to provide level access for people with restricted mobility
Hayes and Harlington	Major	• New station building with ticket hall and staff facilities, with provision for ticket gates and ticket machines • Platform canopies • New passenger footbridge with level access for people with restricted mobility	Major	No change
Southall	Major	• New station building with ticket hall and staff facilities, with provision for ticket gates and ticket machines, • New passenger footbridge with level access for people with restricted mobility	Major	No change
Hanwell	Minor	• Minor architectural works, including corporate re-branding, new station signing and lighting • Passenger information facilities	Minor	No change
West Ealing	Major	• New re-located station building and ticket hall including staff facilities, with access from Manor Road, including provision for ticket gates, ticket machines • New passenger footbridge with level access for people with restricted mobility • New bay platform for Greenford rail services	Major	No change
Ealing Broadway	Major	• New ticket hall with re-arranged station forecourt • New station deck structure with passenger lifts to provide level access for people with restricted mobility to all platforms	Major	• New ticket hall with re-arranged station forecourt • Existing station deck structure retained, with passenger lifts installed to provide level access for people with restricted mobility to all platforms

Acton Main Line	Major	• New station building and staff facilities with provision for ticket gates and ticket machines. • Extended platform canopies • New passenger footbridge with level access for people with restricted mobility	Major	• New station building and staff facilities with provision for ticket gates and ticket machines with reduced footprint • Extended platform canopies • New passenger footbridge with level access for people with restricted mobility
Abbey Wood	Major	• New elevated ticket hall, with passenger lifts to provide level access for people with restricted mobility to all platforms • Cross-platform interchange between Crossrail and North Kent Line (Souteastern) rail services	Major	• New elevated ticket hall with ticket gates and passenger lifts to provide level access for people with restricted mobility to all new platforms • Interchange between Crossrail and North Kent Line (Southeastern) rail service to be via passenger footbridges • Passenger information facilities
Stratford	Minor	• Minor architectural works and passenger information facilities	Minor	No change
Maryland	None	Use of Maryland station by Crossrail not determined	Minor	• Minor architectural works and passenger information facilities
Forest Gate	Minor	• Minor architectural works and passenger information facilities	Minor	• Reconfiguration of the ticket hall, office and staff accommodation. • Passenger information facilities and ticket gates • New footbridge from platform 2/3 to 4. • New staircases and lifts to platforms 1, 2/3 and 4.
Manor Park	Minor	• Minor architectural works and passenger information facilities	Minor	No change
Ilford	Major	• New ticket hall, with a re-arranged forecourt with access from Cranbrook Road, Ilford Hill and York Road • New passenger lifts to provide level access for people with restricted mobility	Major	• Existing ticket hall interior spaces and entrance reconfigured and refurbished, with ticket gates, new façade and new roof finishes over entrance hall. • New passenger lifts to platforms 1, 2/3 and 4/5 to provide level access for people with restricted mobility
Seven Kings	Minor	• Minor architectural works and passenger information facilities	Minor	No change
Goodmayes	Minor	• Minor architectural works and passenger information facilities	Minor	• Remodelling of existing station building with ticket gates • Provision of 3 lifts to platform 1, 2/3 and 4.
Chadwell Heath	Minor	• Minor architectural works and passenger information facilities	Minor	No change (Network Rail Access for All programme to install new covered footbridge, stairs and passenger lifts to all platforms)
Romford	Major	• New ground floor ticket hall, with a re-arranged forecourt • New passenger lifts to provide level access for people with restricted mobility to platforms 3, 4 & 5 • Extended platform canopies		• New ticket office with ticket gates at ground level within the existing station building. • New entrance at the northern end of the ticket hall. • 3 new passenger lifts to provide level access for people with restricted mobility to platforms 2, 3/4 and 5
Gidea Park	Minor	• Minor architectural works and passenger information facilities	Minor	• Remodelling of existing station building with ticket gates • Provision of lifts to platform 1 /2 and 3/4. • Extension of platform canopies
Harold Wood	Minor	• Minor architectural works and passenger information facilities	Major	• Remodelling of existing station building with ticket gates New footbridge and lifts to platforms 1, 2/3 and 4. • Gated access from Platform 4 to the relocated and replaced car park
Brentwood	Minor	• Minor architectural works and passenger information facilities	Minor	No change
Shenfield	Minor	• Additional bay platform for terminating Crossrail services • Minor architectural works and passenger information facilities	Minor	• No change

4 The benefits for small and medium sized enterprises (SMEs) from Crossrail

CRL structures the award of its contracts into a number of tiers. As described in our written submission, CRL's tier one contracts have award values typically over £50m. SMEs would not be expected to bid for such contracts.

Successful tier 1 Main Contractors then establish supply chains through sub-contracting with tier 2 contractors. These contracts are invariably competed for by SMEs.

Up until December 2011 there were approximately 153 tier two contracts awarded by Crossrail Main Contractors. Table 2 summarises the distribution of these tier 2 contracts.

		Number		Value	
		Total	**%**	**£m**	**%**
Size of company	Large	51	33	380	63
	SME	102	66	225	37
SMEs	UK	94	92	193	86
	Overseas	8	8	32	14

Table 2

From Table 2 it should be noted that the majority of tier two contracts by number have been awarded to SMEs. The majority of these contracts were awarded to UK based SMEs by both number, and value. CRL expects that this trend will continue as more contracts are awarded, and believes that the measures it has adopted to support UK-based SMEs to benefit from the opportunities created by Crossrail are proving successful.

From mid-2012 CRL plans to start publishing a quarterly update on the distribution of Crossrail contract awards, in terms of the size and location of successful companies.

5 The benefits for local employment from Crossrail

As outlined in our written submission CRL is implementing a comprehensive Skills Strategy to ensure it meets its commitment to deliver a lasting skills legacy for the UK.

With regard to apprenticeships, CRL and its partners have successfully helped 73 individuals join the Crossrail Project across a range of construction disciplines. CRL is confident that it is on target to ensure that at least 450 apprentices join the Crossrail Project over the course of its delivery.

Currently 127 job-starts have been facilitated by CRL in partnership with Jobcentre Plus. The distribution of these jobs is indicated in Figure 1 which shows the percentage of job starts for the top 8 London boroughs:

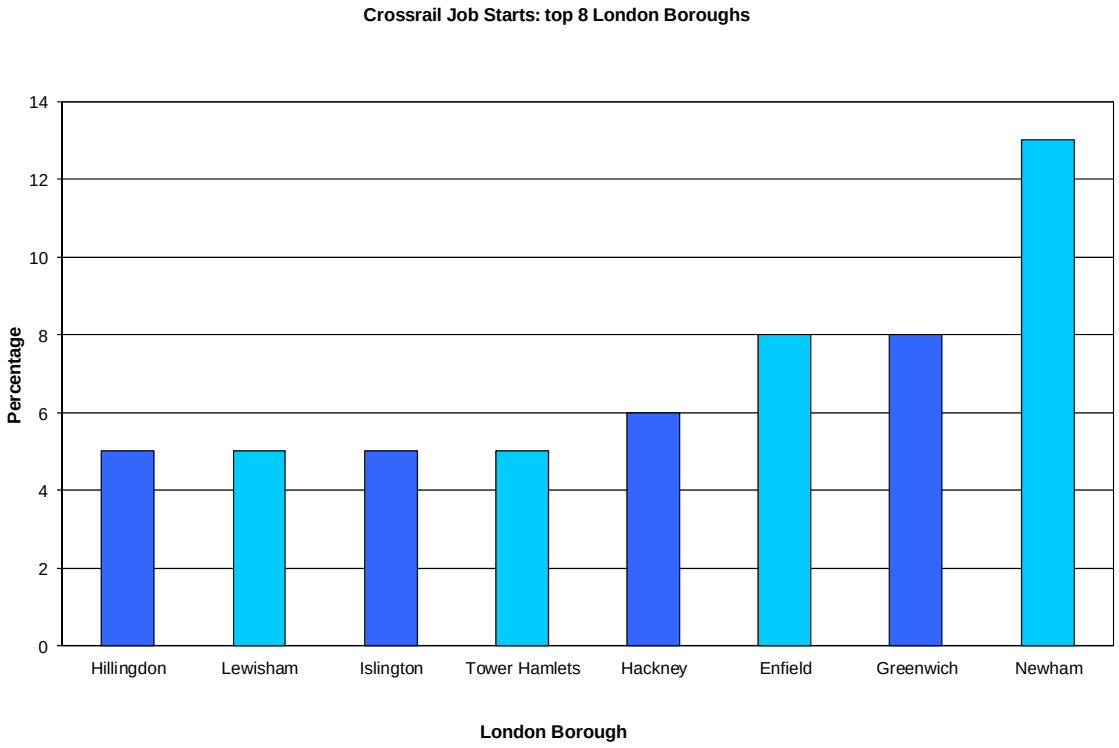

Figure 1

It should be noted from Figure 1 that the number of job starts is widely distributed amongst London Boroughs, with a significant number of individuals from more disadvantaged boroughs benefiting.

The information provided above is published on the Crossrail website on a quarterly basis through CRL's 'On train: Crossrail Skills and Employment Update' newsletter.

6 Crossrail climate change impacts

Within CRL's written submission to the Committee, CRL alluded to a workstream to undertake a new detailed assessment of the climate change impacts of Crossrail (during delivery, and operation). This assessment is one part of CRL's overall sustainability planning and remains on track to be completed by the end of 2012.

The Committee was also keen to understand why the energy efficiency of the Crossrail rolling stock, currently forecast to have an energy efficiency of 55g CO2 per passenger kilometre, was lower than the industry-wide average (53g CO2 per passenger kilometre).

To put these figures in context it is important to appreciate the nature of different rail services that rolling stock fleets are used for. The Crossrail rolling stock will be a metro service, with a service pattern with a high frequency of station stops. Many national rail services (long distance and inter-city services) have a lower frequency of stops.

This variable has a large impact on the aggregate level of energy consumption for a rail service because of the amount of energy that is used to de-accelerate, and accelerate trains.

The industry-wide average includes the energy efficiency ratings of all rail services, many of which have lower stopping frequencies than Crossrail, which makes a direct comparison between the average and Crossrail difficult. As noted within its written submission, the Crossrail rolling stock is expected to be more efficient than other London Underground fleets which do have a similar service pattern to Crossrail. Furthermore, as the procurement of the Crossrail Rolling Stock progresses further efficiencies may be gained through technical development of the design by interested bidders.