TTP1248 – Statement of Interested Party – Transport for London

1. Transport for London (TfL) is an Access Beneficiary by means of the Crossrail Track Access Option 2008 (amended 2014) which provides rights for Crossrail services including those operating between Paddington and Maidenhead on the routes referred to in Reference TTP1248 submitted by Great Western Railway (GWR). At the present time the rights in the Track Access Option (TAO) are in the process of being drawn down into an Access Agreement between MTR Corporation and Network Rail but this agreement has yet to be approved by the Office of Rail and Road.
2. TfL is concerned that the amendments proposed by GWR will result in both programme delay and substantial additional cost to the works required to enhance stations on the route to facilitate the introduction of Elizabeth Line services in December 2019. These works include the provision of step free access at all stations served by the Elizabeth Line, platform extensions to accommodate the longer trains being introduced, the new Driver Only Operation CCTV equipment and general station upgrades. Much of this work can only be delivered by means of possessions of the relevant lines.
3. Network Rail has indicated in its Defendant Statement the additional costs and potential time delays that would be incurred in delivering these works if GWR’s proposals were endorsed by the Panel. TfL would also incur additional costs and programme delay if its works at Hanwell, Iver, Langley and Taplow were to be impacted by a reduction in possession durations.
4. TfL does not agree with GWR’s assessment of the applicability of Decision Criteria in this case. In particular TfL does not believe that GWR has given sufficient weighting to 4.6.2(a) of the Network Code part D which refers to “maintaining, developing and improving the capability of the Network” The possession durations are necessary to deliver the very substantial benefits that will accrue from improvements to the stations and the ability to introduce significant capacity enhancement with the opening of the full Elizabeth Line service in December 2019. Para 4.6.2(f) is also relevant in that the changes to the possessions sought by GWR will extend the time required to undertake the works which will directly impact the commercial interests of TfL both through the contract costs of works to those stations directly funded by TfL and substantial loss of revenue if Elizabeth Line services cannot be launched in full in December 2019.
5. Network Rail’s Statement of Defence refers to the increased capacity of the new train fleet being operated by GWR which will provide some mitigation on the crowding levels referred to in GWR’s statement and which does not appear to have been taken into account.
6. TfL welcomes Network Rail’s commitment to providing full access at the beginning of the Subsidiary Timetable Period in May 2019
7. TfL therefore supports Network Rail’s submission that the possession periods sought in the Principal Timetable 2019 (December 2018 to May 2019 period) are both necessary and crucial to delivering the final stage of the benefits that will be realised with the commencement of Elizabeth Line services in December 2019. We therefore seek the Panel’s support for this position.

Paul Richardson

Service Delivery Manager

Rail for London

Crossrail