

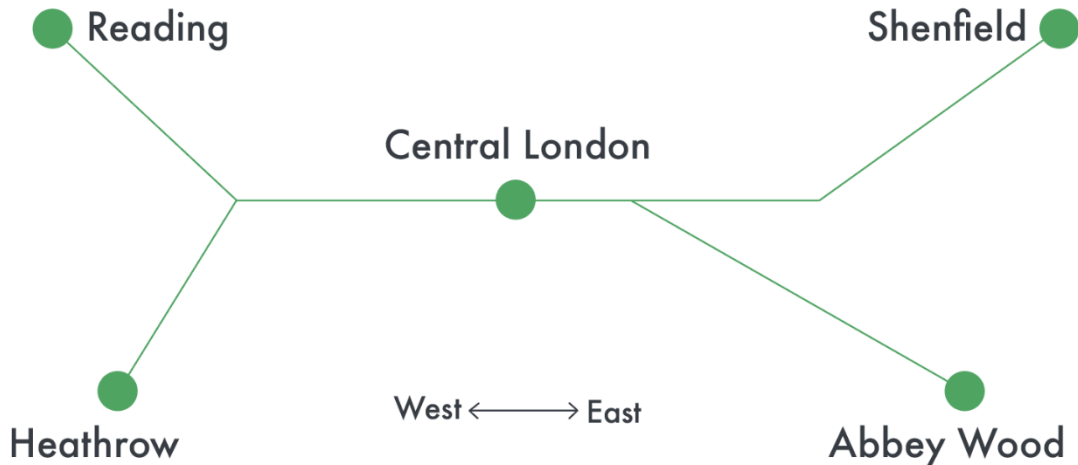
An aerial photograph of several people walking on a large, green-tinted map of a city. The map shows a dense network of streets and a winding river. The people are scattered across the map, some walking in groups and others alone. The overall scene is a top-down view of a busy urban environment.

Crossrail: The project at a glance

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Where will it run?

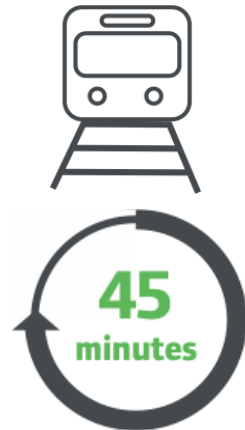
It will run from Reading and Heathrow (West) through to Central London to Shenfield and Abbey Wood (East).



What are the benefits?

Crossrail set an ambitious transformation programme for London's transport:

- New trains will carry 200 million passengers a year
- Reduce journey times
- Increase the capital's rail capacity by 10%
- Increase accessibility to transport:
 - 10 new stations with step-free access
 - Improve 31 stations
- Create up to 14,000 construction jobs
- Bring an extra 1.5 million people to within 45 minutes of central London
- 1,000 jobs for the operation and maintenance



£42 billion

The amount that Crossrail was expected to boost the economy.

Who is funding it and why?

To date, Crossrail has received a mixture of funding from the Government, Transport for London (TfL), the Greater London Authority (GLA) and London businesses.

TfL, the body responsible for London's transport system, will fund the final phase of the project through a £825 million loan re-paid by the GLA to the Government. As TfL takes on greater financial responsibility for the project, it is crucial that the Committee holds to account Crossrail's senior leaders on behalf of Londoners.

For example, any further project delays or overspends could exacerbate pressures in TfL's existing capital programme, which will fund transport infrastructure in London, such as road works and new train lines.

Who is delivering it?

TfL and Network Rail.

How much will the project cost?

2009-10, first year

Following the Comprehensive Spending Review in October 2010, a revised funding envelope of £14.8 billion was agreed.¹

2018

In December 2018, the funding envelope increased to £17.6 billion.

2020

In August 2020, Crossrail forecast the additional cost to complete the project as being up to £1.1 billion above the financial package agreed in December 2018 (and £450 million more than the upper end of the range announced in November 2019).

In December 2020, TfL agreed a financial deal with the Government worth £825 million to deliver the project.

The current estimated cost of the project is approximately **£3.8 billion** more than anticipated in 2010.

¹ Crossrail, [Funding](#)

The most recent Government funding deal, announced in December 2020, requires TfL to contribute £825 million to the project. The TfL Commissioner has stated an ambition to deliver the project within this funding envelope, but further independent analysis of costs is being carried out to determine the likely final costs of the project.² Given the history of overspend and delay in the project, coupled with the new challenges posed by COVID-19, there is no absolute guarantee that the additional £825 million will not be exceeded.

Should the full £825 million be used, the overall cost of Crossrail's central section will be £15.8 billion. The final cost, including Network Rail elements of the project, will be £18.6 billion.

What is the cost of the delay?

£1.5 billion

Estimated revenue lost from fares had Crossrail been opened as expected.

The latest funding estimate suggests the revenue loss from fares that could have been collected had Crossrail been opened as expected will amount to **£1.5 billion**. At the 1 December 2020 Transport Committee, Heidi Alexander, the Deputy Mayor for Transport indicated that the most recent project delays, taking the estimated opening date from 2021 to 'the first half of 2022', had increased the revenue loss from £1.3 billion to £1.5 billion. This equates to four years of lost revenue.

Taking the projected overspends and revenue losses together, the total budget impact of Crossrail's delays is likely to be £5.3 billion.

When will it open?

The central tunnel section (known as the "central section") running from Paddington to Abbey Wood was originally meant to open in 2018. After delays in 2018, 2019 *and* 2020, the section is now due to open in the first half of 2022.

² TfL, Press Release, [Financial agreement confirmed for Crossrail project](#), 1 December 2020

Project Timeline

However, Crossrail's journey has not been a straightforward one. There have been significant delays to the delivery of Crossrail over the last few years:

2018

On 31 August 2018, Crossrail announced its central section would not open until Autumn 2019, when the opening was originally planned for December 2018.

2019

Early 2019

In early 2019, Crossrail could not commit to an opening date and more work was needed to be done to understand what was left on the project.

April 2019

In April 2019, Crossrail provided an opening window for the central section, between October 2020 and March 2021.³ In every monthly update to the Transport Committee from April to October 2019, Chief Executive Mark Wild stated that he expected the central section to open within that six-month window.

November 2019

On 8 November 2019, Mark Wild confirmed that the opening of the central section would not occur in 2020, but rather "as soon as practically possible in 2021" and he indicated that technical issues and testing were behind the latest delay.⁴

2020

In August 2020, further delays were announced to the opening of the central section between Paddington and Abbey Wood. The central section is now due to open in the first half of 2022.

2023

The full east to west service is due to open in 2023.

³ City AM, [Crossrail bosses hope to give estimate for new opening date 'by April'](#), 25 February 2019

⁴ City AM, [Crossrail will not open until 2021 and could run £650m over budget, bosses admit](#), 8 November 2019

The project has also faced significant financial challenges:

2007

In October 2007, a funding envelope of £15.9 billion was agreed to deliver the Crossrail project in its entirety.

2009

In 2009, the anticipated cost of the programme had risen to £17.8 billion, which triggered action from Crossrail to reduce costs.

2010

In October 2010, a revised funding envelope of £14.8 billion was agreed, through the Government's Comprehensive Spending Review.

2018

In December 2018, the funding envelope was increased to £17.6 billion.

2019

In July 2019, the funding envelope increased again to £17.8 billion.

2020

In late 2020, with Crossrail handed over to TfL, TfL ran out of financial authority for the project, which prompted a new funding deal with the Government in December 2020. Under the terms of the deal, the GLA can borrow up to £825 million from the Department for Transport. The GLA will repay the loan from Business Rates Supplement (BRS) and Mayoral Community Infrastructure Levy (MCIL) revenues.

Assuming the full £825 million is used, the overall cost of the project will be **£18.6 billion**.

Crossrail: the investigation so far

The Crossrail project has been a significant area of interest for the Transport Committee. Since the Committee began investigating Crossrail, it has driven improvements to the transparency of the project. For example, Crossrail monthly updates are now sent to the Committee and the Project Representative Reports are now published.

To date, the Committee has held six public evidence sessions investigating the reasons behind the delays to Crossrail.

2018

September

On 6 September, the Assembly discussed the Elizabeth Line delays with the Mayor at its Plenary session.

On 12 September, the Transport Committee met with the Deputy Mayor, TfL and former Crossrail Executive, Simon Wright.

December

On 21 December, the Transport Committee met with the Mayor and former TfL Commissioner, Mike Brown MVO.

2019

January

On 9 January, the Transport Committee met with the Deputy Mayor, former Crossrail Chair, Sir Terry Morgan, and current Crossrail Executive, Mark Wild.

December

On 17 December, the Transport Committee met with the Mayor, Deputy Mayor, the former TfL Commissioner, Mike Brown MVO, the current Crossrail Executive, Mark Wild, and former Crossrail Chair, Tony Meggs CB.

2020

On 1 December, the Transport Committee met with the Deputy Mayor, the TfL Commissioner, Andy Byford, Crossrail Chief Executive, Mark Wild, and former Crossrail Chair, Tony Meggs CB.

The Committee has also exercised its powers to summons significant amounts of information relating to Crossrail. For example, in December 2018, the Committee summonsed briefings from TfL and Crossrail to the Mayor regarding project delays, which were crucial to the Committee's investigation.

The Committee's work culminated in the report *Derailed: Getting Crossrail back on track*, published in April 2019, which includes an in-depth examination of the circumstances surrounding successive delays to the project.

The most recent meeting was held on 1 December 2020. This report examines the findings from this meeting in more detail.