

# TRANSPORT

## Briefing

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## Concession allows for Crossrail trains to Enfield

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Potential operators of the new Crossrail concession have been advised that they may be expected to run trains as far as Hertfordshire as well as through the new London tunnels currently under construction.

Earlier this week Transport for London announced that it had placed a notice in the Official Journal of the European Union advertising for a Crossrail concessionaire to operate trains connecting the City, Canary Wharf, the West End and Heathrow Airport to commuter areas east and west of London (TB 9150). As well as running trains, the successful bidder will manage approximately 27 stations along Crossrail routes.

But the OJEU notice states that, in addition to these planned Crossrail services, the Crossrail train operator may be required to run train services and manage stations on routes out to Reading and/or Ebbsfleet and/or on additional routes from Liverpool Street to Chingford, Enfield Town and Cheshunt. Such operations would be dependent on future decisions by the Department for Transport.

Safeguarding directions have previously been issued, and which protect alignments, to allow future extensions of Crossrail from Maidenhead to Reading, and from Abbey Wood to Ebbsfleet, should the government decide to extend the Crossrail routes currently under construction. But routes to Chingford, Enfield and Cheshunt, in Herts, would involve existing train services, currently run by Abellio Greater Anglia, becoming part of Crossrail operations.

Transport for London has long campaigned for powers over suburban rail to be devolved and has lobbied government to be given control of train services in south east and north east London, which include the Chingford/Enfield/Cheshunt routes. The final Rail Devolution Joint Working Group with the DfT was held on 13 December 2012 and concluded there were no barriers to further rail devolution in the London area. Richard Brown's report into franchising called for the DfT to finalise devolution proposals by April 2013. A decision from government is expected by this summer.

If the north east and south east London routes are devolved to TfL, the agency has previously said it plans to let a stand alone concession to run trains based on the London Overground/LOROL model. The assumption has been that London Overground branding and station standards would be rolled out across these routes.

However the Crossrail concession OJEU notice suggests that, rather than becoming part of a new Overground concession, the north east suburban routes could become part of the Crossrail concession. Geographically this could make sense with Crossrail due to run between Shenfield and Liverpool Street, the London terminus for Chingford/Enfield/Cheshunt trains. It also raises the possibility of TfL seeking to run some of these services through London - arguably the logical conclusion of applying the Crossrail brand.

The OJEU notice for the Crossrail concession reveals that the contract will be for eight years with an option to extend by 31 months. With funding to fit out Woolwich station yet to be secured, bidders are being asked to submit prices for operating Woolwich station as an option. They are also being asked to price the possibility of bringing new Crossrail rolling stock into service early in order to strengthen the existing Liverpool Street-Shenfield

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