

Have your say on proposals to designate the Crossrail Central Operating Section (CCOS) as Specialised Infrastructure

Closed 9 Sep 2016

Opened 15 Aug 2016

Contact

Write to us at FREEPOST TFL CONSULTATIONS
consultations@tfl.gov.uk

Results updated 14 Mar 2017

We asked for your views on our proposal to designate the Crossrail Central Operating Section as “specialised infrastructure” pursuant to Regulation 25(2) of The Railways (Access, Management and Licensing of Railway Undertakings) Regulations 2016.

Having considered all of the responses to the Consultation, TfL considers that no issues have been raised which would preclude the CCOS from being designated as specialised infrastructure for use by high capacity metro passenger rail services. TfL and RfL(I) therefore designate the CCOS as specialised infrastructure for use by high capacity metro passenger railway services with immediate effect. In relation to parts of the CCOS which are currently owned by NR and which it is intended to grant RfL(I) a property interest in, this designation is subject to obtaining the relevant property interest.

[Click here to read our Consultation Report which includes our Response to Issues Raised.](#) (minor correction to report on 14 March 2017)

Overview

Crossrail will connect Reading and Heathrow to the west of London with Shenfield and Abbey Wood to the east, running through a new 13 mile

(21km) twin-bore tunnel under central and east London. The tunnel under London (and associated infrastructure) will be the Crossrail Central Operating Section (or the CCOS). The CCOS has been designed to facilitate high capacity metro passenger rail services, moving high numbers of people more easily, more quickly and more directly across London. It will add ten per cent. to the overall capacity of London's rail network and will offer crowding relief on the Underground and DLR networks, as well as at congested stations.

TfL is currently the ultimate owner of the majority of the land comprising the CCOS and the infrastructure affixed to it. TfL has established a new wholly-owned subsidiary, Rail for London (Infrastructure) Limited (RfL(I)), which it intends to be responsible for the day-to-day operation and management of the CCOS. Services on the CCOS are expected to commence from December 2018, with a full service across London expected to be from December 2019.

What we proposed?

In order to achieve the purpose for which the CCOS has been designed and built, TfL intends to designate the CCOS as “specialised infrastructure”. What this will mean is that when RfL(I) seeks to allocate capacity for train services on the CCOS, it can give priority to high capacity metro passenger rail services, so that the purpose of the Crossrail project can be best achieved.

Where can I find out more?

More information on the proposed designation, the basis for the proposal and the background can be found in our consultation document [here](#)