

**Date: 26 January 2022**

**Item: Project Status Update**

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## **This paper will be considered in public**

### **1 Summary**

- 1.1 This paper provides an update on the status of the Crossrail project.
- 1.2 Following the initial phase of transition, the Elizabeth Line Delivery Group (ELDG) was formed to ensure appropriate oversight of the delivery of the Elizabeth line by the Crossrail and TfL Executive. The ELDG is chaired by the Commissioner. In line with the commitments made by the Mayor for greater transparency of the Crossrail project, the minutes and actions from ELDG are available on our website<sup>1</sup>. Available reports will be uploaded to correspond to the meeting of this Committee.
- 1.3 A paper is included on the Part 2 agenda which contains supplementary information that is exempt from publication by virtue of paragraph 3 of Schedule 12A of the Local Government Act 1972 in that it contains information relating to the business affairs of TfL. Any discussion of that exempt information must take place after the press and public have been excluded from this meeting.

### **2 Recommendation**

- 2.1 **The Committee is asked to note the paper and the supplementary paper on Part 2 of the agenda.**

### **3 Crossrail Update**

- 3.1 Crossrail Limited is in the complex final stages of delivery of the Elizabeth line. The project remains aligned to the scheduled opening of the railway to passengers in the first half of 2022.
- 3.2 The first phase of Trial Operations commenced on 20 November 2021, in line with the earliest forecast dates. A phased approach to Trial Operations has been adopted to build greater resilience into the railway and to allow for the earliest commencement of passenger services later this year.
- 3.3 Trial Operations began with scenarios such as testing the response to an unwell passenger and an obstruction on the line. These scenarios are generally taking place on four days each week with reliability running and any remaining system testing on the other days. This phase is now well underway having completed over 50 of the exercises prior to Christmas 2021, representing a third of the total

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<sup>1</sup> <https://tfl.gov.uk/corporate/publications-and-reports/elizabeth-line-delivery-group>

number of Trial Operations' exercises required. The progress made thus far supports the adoption of a phased approach to Trial Operations.

- 3.4 During the current period of Trial Operations, necessary works have also been undertaken including the commissioning of the remaining tunnel ventilation system software upgrades before Christmas 2021, the latest signalling software update, the commissioning of the latest control and communications software and the replacement of voltage transformers earlier this month. All of these upgrades provide further increases in operational reliability of the routeway and signalling systems. Alstom have also uploaded the train fleet software update, which should provide improved fleet reliability. These fixes bring the system close to the intended configuration for revenue service and support the pivot to reliability and focus on wider system issues, which are important in the final completion of the railway for revenue service.
- 3.5 Since the commissioning works over the festive period, the central section has been operating at 12 trains per hour with the new signalling software. This is the the initial level of service on the Elizabeth line when it opens to passengers.
- 3.6 The success of the commissioning of the software over Christmas 2021 and the transfer of Canary Wharf station are critical to commencing the second phase of Trial Operations. Final modifications to the safety systems are being carried out at Canary Wharf station and it is now forecast to be transferred in the coming weeks.
- 3.7 Bond Street station has been decoupled from the opening of the railway and the team is working on a plan to get the earliest opening date for the station. It recently achieved Staged Completion 2 meaning that it can be used, when required, for large scale trials and staff familiarisation as part of Trial Operations.
- 3.8 The second phase of Trial Operations will involve a series of more complex exercises, including evacuations of trains and stations, and is expected to commence in the coming weeks. Once complete, this will be followed by a period of shadow running, operating timetabled services ahead of the Elizabeth line opening.
- 3.9 The commencement of Revenue Service is dependent on a number of factors. This includes the completion of the necessary assurance, with work underway to further define the assurance transition into the second phase of Trial Operations and Revenue Service. It is also driven by system and rolling stock reliability. The successful commissioning of software across the systems during the festive period should support better reliability going forward. Lastly, a key driver to commencing Revenue Service is the successful completion of the second phase of Trial Operations, scheduled to begin in the coming weeks.
- 3.10 Passenger services from Paddington are now being operated by nine-car (to Heathrow and Reading) and seven-car (to Reading) class 345 trains. The seven-car trains will be progressively converted to nine-car trains for the start of Stage 5b in summer 2022.
- 3.11 The Liverpool Street to Shenfield service transitioned to a full nine-car class 345 operation at the end of December 2021.

- 3.12 All Network Rail station enhancement works on the western section of the railway have been successfully completed with the new station buildings and step-free access already bringing benefits to customers. The completion of the remaining construction activities and snagging works are also on track for early 2022.
- 3.13 The focus for Network Rail on the east continues to be on the enhanced station upgrade works at Ilford and Romford. Delivery continues to progress at both sites. However, there is a structural issue at Ilford involving the slabs supporting the new ticket hall, for which Network Rail and their contractor are working through a solution. The target for entry into service and step-free access at both stations is by early 2022, dependent on the resolution of the floor slab issue at Ilford.

**List of Appendices:**

Exempt supplemental information is contained in a paper on Part 2 of the agenda.

Appendix 1: Crossrail Project Dashboard

**List of Background Papers:**

None

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