

**Date: 24 March 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 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, in line with the earliest forecast dates. The scenarios generally took place four days a week, allowing for reliability running and system testing on the other days. Over 150 scenarios were undertaken during this period including testing the response to an unwell passenger and an obstruction on the line. The majority of the exercises in this phase passed with comments, which have provided key learnings for the programme that will be ironed out ahead of passenger service.

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

- 3.3 The second phase of Trial Operations commenced on 28 January 2022. This phase involves a range of organisations, including TfL and London Underground, MTR Elizabeth line (as the operator), and Network Rail collaborating on the response to trial scenarios along with thousands of staff. Emergency services including the British Transport Police, London Fire Brigade and London Ambulance Service are also involved, demonstrating how they would respond to incidents on the network and in stations.
- 3.4 Four mass staff events have been completed, as part of this phase, with one more left to do before commencement of timetabled running. These have involved over 2,000 staff volunteers and have included the evacuation from a train at Custom House, evacuation from a train outside Farringdon station, and evacuation from a train into a tunnel via the emergency access shaft at Limmo Peninsula. The mass evacuations have been positive with all of the observations and learning informing subsequent exercises.
- 3.5 The final mass volunteer event has taken place at Paddington and involved the largest number of participants, with more than 2,000 staff volunteers taking part.
- 3.6 Following the completion of Trial Operations, there will be a period of time dedicated to timetabled running, closely mirroring the Elizabeth line service timetable. This will be the final stage before the railway will open and its duration will be determined by the ability to demonstrate improved reliability across the railway.
- 3.7 During Trial Operations, necessary works have been undertaken including the commissioning of the tunnel ventilation system software upgrades before Christmas, the latest signalling software update, the commissioning of the latest control and communications software and the replacement of voltage transformers.
- 3.8 There are further upgrades planned for the trains and signalling software over the Easter period, including the commissioning of the ELR200 software and Alstom 5.6 and 5.7 software upgrade. These upgrades are expected to provide increased operational reliability of the trains, routeway and signalling systems.
- 3.9 Work continues on completing the necessary final safety assurance documentation and relevant assurance activities to support Revenue Service. Progress is being monitored against the schedule on a weekly basis.
- 3.10 Canary Wharf became the latest station to be transferred to TfL, on 21 January 2022, meaning nine of the ten new central section stations are ready to support passenger service. The current configuration of stations under the responsibility of TfL is the minimum required to open the railway.
- 3.11 Bond Street, the remaining station to be transferred to TfL, has been decoupled from the opening of the railway. Good progress continues to be made at the station but it is unlikely that it will be fully operational until after the opening of Stage 3.
- 3.12 With the majority of central section stations now in an advanced state, Tier 1 contractors have demobilised from eight of the central section stations. Crossrail has been undertaking the role of Tier 1 contractor at Bond Street and will remain

until works are substantially complete. Crossrail Limited is also looking at the way it will continue to work on delivering the full capability of the railway, including reducing the size of the organisation that will deliver the final stages of the programme.

- 3.13 The dashboard at Appendix 1 of this paper provides detail on health and safety performance, forecast dates and milestones achieved.

**List of Appendices:**

Appendix 1: Crossrail Project Dashboard  
Exempt supplemental information is contained in a paper on Part 2 of the agenda

**List of Background Papers:**

None

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