

Date: 25 May 2022

Item: Project Status Update

This paper will be considered in public

1 Summary

- 1.1 This paper provides an update on the status of the Crossrail project and includes an appendix, as requested by the Committee, on more detailed performance data.
- 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 website¹. 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. On 4 May 2022 it was announced that the Elizabeth line will open on 24 May 2022, subject to final safety approvals, which is within the opening window.
- 3.2 The Elizabeth line will operate 12 trains per hour between Paddington and Abbey Wood from Monday to Saturday 06:30 to 23:00. Work will continue in engineering hours and on Sundays to allow a series of testing and software updates in preparation for more intensive services from the autumn.
- 3.3 All services between Reading and Heathrow to Paddington and Shenfield to Liverpool Street, currently operating as TfL Rail, will be rebranded to the Elizabeth line. Customers travelling between Reading or Heathrow into London

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

will need to change at Paddington for services into the central section of the route, and customers from Shenfield into London will need to change at Liverpool Street. Services from Reading, Heathrow and Shenfield will connect with the central tunnels in autumn when frequencies will also be increased to 22 trains per hour in the peak between Paddington and Whitechapel.

- 3.4 It has taken a lot of hard work and determination to get to this stage of the project and the announcement follows two strong periods in which we completed Trial Operations and commenced timetabled running.
- 3.5 Five mass volunteer events were completed as part of the second phase of Trial Operations and the focus is now on improving reliability across the railway before it opens. The mass volunteer events have involved over 4,000 staff volunteers with the fifth exercise involving 2,000 staff volunteers participating in a 24 train per hour (tph) demonstration at Paddington station. Overall, the mass volunteer exercises have been positive, resulting in key learnings for the railway.
- 3.6 Following the completion of the mass volunteer exercises, the project began the period of timetabled running on the Elizabeth line, on 28 March, running trains through the central tunnels at a frequency of 12 trains per hour. This period has helped support an increase in reliability across the railway, sufficient for an opening date to be declared.
- 3.7 In parallel with the timetabled running, further upgrade works have been carried out. There was a 52-hour blockade over the easter weekend, which included some installation works of the communications systems, tunnel ventilation systems upgrade and the ELR200 software drop. The latter has had a positive impact on reliability by removing around half the identified operational restrictions.
- 3.8 All the technical files for the opening of the railway were also submitted to the Office of Rail and Road (ORR) for review and sign off.
- 3.9 The timely delivery of assurance is critical to the opening of the railway, and this requires the completion of the remaining assurance evidence. Final safety checks have been undertaken by the London Fire Brigade (LFB) and acceptance was given on 8 May 2022.
- 3.10 Work is ongoing at Bond Street Elizabeth line station, which means that it will not open with the other stations on 24 May. The station continues to make good progress and the team at Bond Street are working hard to open the station to customers later this year.
- 3.11 There are preparations underway to ensure, following the opening of the central section, the integration of services from the east and west with the central section in the autumn. The works to support this are being progressed with the Delivery Control Schedule (DCS) 1.3 continuing to be developed. When finalised, the DCS 1.3 will provide a baseline to measure performance and outline all remaining works to the final stage of the programme.
- 3.12 The start date for full Elizabeth line services is linked to improved reliability growth, and successful commissioning of further upgrades to signalling and

rolling stock software planned for after the opening of the central section of the railway.

- 3.13 Passengers on the west of the central section have been benefitting from new station buildings and step-free access following the completion of Network Rail station enhancement works. The remaining construction activities and snagging works are forecast to be complete at the end of this month.
- 3.14 Network Rail enhanced station upgrade works on the East continue at Ilford and Romford. At Romford, Network Rail is finalising the details of a plan to bring the new ticket office and lifts in the coming weeks, ahead of final completion and formal handover of the new buildings. At Ilford, good progress has been made on the slab replacement within the main concourse. Demolition of the defective slab elements is now complete and the new composite deck is due to be complete in the coming weeks. Network Rail anticipates the station building and lifts being brought into use in the summer.

List of Appendices:

Appendix 1: Crossrail Project Dashboard

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

List of Background Papers:

None

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