

Date: 14 July 2022

Item: Programme 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.
- 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 Programme Update

- 3.1 On Tuesday 24 May 2022 the Elizabeth line opened, transforming travel across London and the South East. The opening of the central section was achieved within the committed window of the first half of 2022. Over one million passengers used the central section in the first five days of operation. The line is initially operating as three separate railways, in the east, west and through central London. Services from Reading, Heathrow and Shenfield are expected to connect with the central tunnels from autumn this year.
- 3.2 After the successful launch of the railway, Mark Wild has, as planned, stepped down as Chief Executive Officer and the Crossrail organisation has slimmed down. Jim Crawford, Chief Programme Officer, will lead the completion of the remaining programme works, including Bond Street station, and Howard Smith, as Elizabeth line Director, will continue to be accountable for the railway.

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

- 3.3 Work will continue in engineering hours and on Sundays to allow a series of testing and software updates in preparation for more intensive services later this year.
- 3.4 The programme has been focussed on further improving the reliability of the railway following the commissioning of the major signalling software update ELR200 software at Easter 2022. A subsequent update, ELR201, was commissioned during the planned weekend closure on 11/12 June to restore some aspects of functionality that had regressed in ELR200.
- 3.5 Nine of the 10 new central section stations have now been commissioned and transferred to Transport for London. Bond Street is now the only station site with a substantial number of workers still on-site. 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.
- 3.6 Crossrail Ltd remains focussed on delivering the full capability of the railway and the final stages of the programme. 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.
- 3.7 The plan to complete the end-to-end railway entails three steps: 5B-minus which will provide a 22 trains per hour peak (16 trains per hour off-peak) frequency in the central section (Paddington – Whitechapel), which can commence outside of a National Rail timetable change but requires a 16-week notice period; and stages 5B and 5C, both of which step up the peak frequency to 24 trains per hour, but require auto-reverse, and also will be implemented to align with the National Rail timetable change. A T-minus process is being established that builds on the approach taken to countdown to commence revenue service of the Elizabeth line. Stage 5C marks the completion of the Crossrail project.
- 3.8 Reliability will be a key factor in commencing and moving through the Stage 5 stages with the reliability on each of the west, central and east sections needing focus and management. To support this a further timetable trial for 20 trains per hour was undertaken on 19 June 2022. Particular attention is also currently on the transitions which will be key to support Stage 5. The transition at Stratford between the central and surface sections is an important part of Stage 5 services and needs to be highly reliable. Work is underway, with our signalling supplier, to build this reliability to the level required for passenger services.

List of Appendices:

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

List of Background Papers:

None

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