



30 November 2018

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Dear Caroline,

Please find below the first of the monthly updates on the Crossrail project for the Transport Committee of the Assembly.

Following our announcement on 31 August that the opening of the central section of the project would be delayed from December 2018 to autumn 2019, there have been a number of significant updates.

As you know, I have been appointed as the CEO of Crossrail Ltd to lead the project through the final stages and into trial running, trial operations and the opening of the central section, at which point the service will be known as the Elizabeth line. I do not underestimate the scale of the task, and I am already working with the team at Crossrail to ensure the project is completed as quickly as possible for London.

Safety

Safety performance across the project remains strong and performance remains well within corporate targets. Safety remains our number one priority and we have launched a “*Finish Safe*” campaign at all sites to ensure that safety remains the top focus.

Programme and Funding

Work across the project continues ahead of the opening of the central section of the line next autumn.

Discussions continue between the Government, Transport for London and the Mayor of London in relation to a full financing agreement. The Joint Sponsors (DfT and TfL) have also commissioned a review by KPMG into our governance and a separate review into our finances and commercial arrangements which we expect to be finalised over the coming weeks.

Central Section Progress

Progress is being made on completing the stations and testing their systems.

As I reported at the TfL Board on 21 November the stations are at varying degrees of completion and my focus is to ensure that a credible plan for completion and handover to the infrastructure managers (LU and Rail for London) is in place to transfer the central stations and tunnels from the project to the operators. As these plans progress, the operations and maintenance staff will move into the stations and the major contractors will be progressively demobilised.

Progress is also being made on completing the installation of rail systems in the central tunnels to facilitate a period of intensive underground testing of signalling systems, train and rail infrastructure.

These tests will be progressed in a structured manner with as much pre-testing as possible at Crossrail's integration laboratory and on the test track at Melton Mowbray before live testing in the central section tunnels. These tests will help to ensure that the Elizabeth line will be safe and reliable when it opens for passenger service.

The most recent dynamic testing period took place on the weekend from Friday 2 to Sunday 4 November. The tests included: rolling stock transitioning between the different signalling systems at Westbourne Park (successfully going Eastbound into the central tunnels); radio coverage; driver CCTV and Platform Screen Door (PSD) measurements.

Following a re-examination of readiness for main dynamic testing - five days of testing and two days of construction per week – it will commence from mid-January. This should progressively improve the efficiency of test cycles with both Siemens and Bombardier working to fix any software issues within the signalling and on board Train Control Management Systems (TCMS).

Systems Integration

We have appointed an external systems integration specialist to review the status of the system integration activities. This is of increased importance with the many complex systems that need to all work together safely and reliably.

A report has been produced and the recommendations are now being taken forward which will lead to a substantial systems integration team created within the existing CRL management structure.

With a large amount of testing and a number of software releases, updates and derogations all requiring approval, software quality and assurance also remain a focus for the project.

Network Rail works

Network Rail continues to deliver the remaining works required for Stages 3 to 5 including Driver Only Operation (DOO) CCTV installation on west outer stations, traction power upgrades, and final connections for signalling control and those telecommunications elements required where their infrastructure interfaces with the central section of the Elizabeth line.

There are additional funding requirements for Network Rail to cover:

- Cost pressures on core scope
- Western station enhancements to cover approved works and to complete the agreed scope

The additional funding requirement will be discussed at the Network Rail/ Department for Transport Portfolio Board in early December.

Network Rail's programme of works for the western stations will see enabling works continuing at four stations (Ealing Broadway, West Ealing, Southall and Acton Main Line), over the Christmas period. These are expected to complete by early February, allowing the main works contractors to mobilise to site in January. Ilford and Romford station improvements, also being carried out by Network Rail, are fully funded. At Ilford, enabling works are also due to be undertaken this Christmas to provide a vital increase in capacity and step-free access, with completion likely to be in early/mid-2020. These improvements are not critical to the opening of the Elizabeth line and Ilford station will continue to operate as this work is undertaken.

Stage 2 Phase 2

Stage 2 Phase 2 will see four trains per hour services running from Heathrow Airport to Paddington using the new Elizabeth line trains which currently operate between Paddington and Hayes & Harlington and Liverpool Street and Shenfield. The delay in operating the new trains to Heathrow is because of issues in developing the Train Control Management System (TCMS) compatible with the European Train Control System (ETCS) that operates in the tunnels to the airport. We are working with Bombardier and Heathrow Airport Limited (who own the tunnels) to get services running from Paddington to Heathrow using the new trains as soon as possible.

MOVING LONDON FORWARD



Stages 3, 4 and 5

Stage 3 is when the new trains will run in passenger service through the new central tunnels beneath London for the first time, serving the ten brand new stations. Stage 4 will bring direct services from Shenfield to Paddington via the new central tunnels and stage 5 will be the first time that these trains will run to Maidenhead and Reading in the west from Abbey Wood and Shenfield in the east.

Our focus remains on finalising the remaining infrastructure and testing in order to get the Elizabeth line safely into passenger service at the earliest opportunity. The full opening of the railway, from Reading and Heathrow in the west to Shenfield and Abbey Wood in the east, will commence as soon as possible after the central tunnels open.

I am committed to full transparency and I am pleased to confirm that the Crossrail Board minutes for 2017 and 2018 will be published on the TfL website shortly. You have my commitment that the minutes for future meetings will also be published.

Together with the team, I am determined to get the central section opened as soon as possible and the project completed. I look forward to updating you and the London Assembly Transport Committee from now until the end of the project and I would like to offer the Committee a visit to one of our sites in December, at your convenience.

Kind regards,



Mark Wild
CEO, Crossrail Ltd.