

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

**1 Summary**

- 1.1 This paper provides an update on the status of the Crossrail Project, which is now over 93 per cent complete.
- 1.2 On 3 July 2018, the Programmes and Investment Committee reviewed the report in detail. There were no specific issues to bring to the attention of the Board for discussion in public.
- 1.3 A paper is included in Part 2 of the agenda which contains exempt supplementary information. The information is exempt 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 Board is asked to note this paper and the supplemental paper included on Part 2 of the agenda.**

**3 Crossrail update**

- 3.1 Health and safety performance remains good and within annual targets. These strong performance levels have been sustained at a time when the types of risks have changed as the project shifts from heavy construction towards installation and testing of electrical systems as well as static and dynamic testing of trains.
- 3.2 Progress is being made across all areas of the programme; however significant cost and schedule pressures remain across the project. These continue to be actively managed by Crossrail Limited and TfL and the focus remains on the successful introduction of Elizabeth line services in the Central Section (between Paddington Low Level and Abbey Wood) which remains on course to open as planned in December this year. Further details are provided in a paper on Part 2 of the agenda.
- 3.3 On 11 June, a significant milestone was achieved when, for the first time, a Class 345 unit ran (at low speeds) through the tunnels from Pudding Mill Lane to Westbourne Park. This followed the successful completion of installation of the overhead electrical lines in the Central Section and energisation of the section between Stepney Green and Westbourne Park on 22 May.

- 3.4 The infrastructure, including trains and signalling, continues to be tested progressively at increasing speeds, levels of automatic control and number of trains in the tunnels. A significant amount of testing remains to be done, along with the completion of remaining installation and fit out of systems in stations and tunnels.
- 3.5 Plans to handover the new infrastructure to the future infrastructure managers (London Underground Limited and Rail for London (Infrastructure) Limited) continue to be refined.
- 3.6 On 20 May, TfL Rail took over the Heathrow Connect services between Paddington and Heathrow Terminals 2, 3 and 4. TfL Rail operates a two trains per hour service between Paddington and Heathrow using the existing Class 360 trains, with a further two trains per hour between Paddington and Hayes and Harlington using the new Class 345 Elizabeth line trains. Testing continues using the European Train Control System (ETCS) signalling in advance of operating the Class 345 trains to Heathrow airport.
- 3.7 The assembly and installation of six works of art being integrated into the new Elizabeth line stations in central London is now underway, ahead of the opening of the capital's newest railway. There is an impressive variety and scale of artworks that are being created by internationally renowned artists. Each artist is working in partnership with station architects and engineers to create ambitious works that are woven into the structure of each station and reflect the unique character of the local area. The Crossrail Art Programme is privately sponsored and the Crossrail Art Foundation is raising funds from corporate contributors, with match funding being provided by the City of London Corporation.
- 3.8 Preparations continue for the transition of the Crossrail project into TfL, as the physical work completes from the autumn.

**List of Appendices:**

Appendix 1: selection of photographs showing current progress

A paper on Part 2 of the agenda contains exempt supplementary information.

**List of Background Papers:**

None

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**Appendix 1: Selection of photographs showing current progress**



Class 345 trains at Old Oak Common sidings





Class 345 train at London Paddington Station



Farringdon station escalators





Whitechapel station platform (installation of platform edge screens)