



Crossrail Limited
5 Endeavour Square
London E20 1JN
T: 0343 222 0000
Helpdesk
T: 0345 602 3813
www.crossrail.co.uk

Florence Eshalomi AM
Chair, London Assembly Transport Committee
City Hall
The Queen's Walk
London
SE1 2AA

13 May 2019

Dear Florence,

Congratulations on your appointment as Chair of the London Assembly Transport Committee. I look forward to continuing our engagement with the Committee as we move towards the opening of the Elizabeth line.

As you are aware, we have been developing proposals to complete the outstanding works on the project and bring the Elizabeth line into passenger service at the earliest possible date. Due to the complexity of the remaining work, we have identified a six-month window for delivery of the central section, with a midpoint at the end of 2020. As the programme to complete and test the railway progresses, we will be able to provide increasing certainty about when the Elizabeth line will open.

Please find below the rest of this month's update on the Crossrail project for the Transport Committee of the Assembly.

Safety

On health and safety, performance declined during April. There were two reportable incidents (lower leg fracture during a lifting procedure and trapped finger in the cover of a lighting unit), two lost time cases (timber sleeper dropped on foot, back injury during manual handling) and three high potential near misses.

The Safety Health Executive Leadership Team (SHELT) meeting will maintain its focus on the change of risk profile of the project. All incidents are investigated methodically with any lessons learned shared. A week of health and safety focussed events - Stepping-up week - is being planned to take place in June across all Crossrail sites to raise the profile of the paramount importance of safe procedures and operations as we work to complete the Elizabeth line.

Programme

Our new Plan to deliver the railway is based on actual quantities of outstanding work, realistic productivity rates and a logically linked sequence of high level activities. This ensures that the Plan is realistic, practicable and achievable. Following approval of the Plan by the Crossrail Board we are now in the process of developing a detailed 10,000+ line item 'level 1.5' programme which will be introduced at the end of May 2019.

MOVING LONDON FORWARD





Central Section Progress

We have now achieved 18 of 22 Tier One Substantial Demobilisation (TOSD) milestones. The remaining four are forecast between June and August. Other important milestones such as completion of phase 3 testing and commissioning at Victoria Dock Portal and Pudding Mill Lane have also been achieved. Once the new schedule is fully populated with realistic milestone dates we will be able to make even more effective use of the new project visualisation working methods that we have introduced across the project.

Main Dynamic Testing

As mentioned in my previous update, due to a safety critical issue in the software process we did not start close-headway testing as planned on 18 March. For this reason, fewer signalling tests have been performed and passed than previously planned. An independent review of the underlying causes of these failures has been undertaken. A final set of evidence is due from the contractor in late May, and following on from this, we will make every effort to commence close headway multi-train testing in June.

The access time allocated for dynamic testing has therefore been occupied to a much greater extent by non-signalling tests. All platform screen door physical tests have now been completed and passed, and all overhead line compliance tests within the central operating section have also been successfully completed.

Operational Readiness

The new Maintenance Management Centre at Plumstead will be ready for occupation next month and the Rail for London Infrastructure (RfLI) teams have already located to interim facilities on-site. The Tunnel and Underground Construction Academy is being used for track asset training, as well as for RfLI maintenance teams to support Crossrail contractors to complete outstanding asset overhead lines and signalling work.

The training of RfLI Traffic Managers, Incident Response Managers and Service Infrastructure Managers continues by using signalling and power systems simulators and desk top exercises and the RfLI managers are now starting to be engaged in support of the wider Dynamic Testing programme.

The LU Revenue Service and Handover Readiness Plan - which enables LU to accept the five central section stations for which LU will become Infrastructure Manager - is being updated to align with our revised approach to delivering the Elizabeth line.

A Maintenance Arrangement Protocol has been produced which documents the respective maintenance responsibilities of LU and CRL between Staged Completion and Handover.

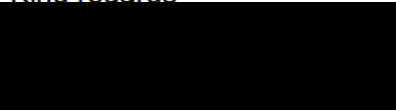
Network Rail

As part of its ongoing work for the Crossrail project, Network Rail confirmed on 8 May the award of contracts for construction of the new or enhanced ticket halls at Southall, Hayes & Harlington, West Drayton, Ealing Broadway, West Ealing and Acton Main Line stations. With passenger numbers expected to increase when the Elizabeth line fully opens, the upgraded stations will all benefit from improved passenger flow and enhanced accessibility with lifts and footbridges that will bring step free access to all platforms serving the Elizabeth line. In 2018/19 Network Rail delivered the enabling works for the new station buildings by installing the foundations and steel frames for new accessible footbridges and lift shafts. The new ticket halls and step free access will be completed by December 2020.



Network Rail works which are critical to commencing TfL Rail services between Paddington (mainline station) and Reading continue to be prioritised and are on target for completion prior to December 2019.

Kind regards



Mark Wild
CEO