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Mr Paul Goodchild
Principal Committee Manager
City Hall
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Dear Mr Goodchild,

With the local elections taking place on 5 May I am writing to you with this month's Crossrail update for the London Assembly Transport Committee. Delivery of the Elizabeth line is in the complex final stages and it remains on schedule to open between Paddington and Abbey Wood in the first half of 2022.

Safety

Delivering a safe railway remains our priority and this is reflected in the overall safety indicators that remain within those set by the programme. Since last month's update, there have been no further safety incidents. The programme continues to manage the coronavirus pandemic risk with continuing compliance with Government announcements and implementation of TfL guidance.

Trial Operations

Five mass volunteer events have been completed as part of the second phase of Trial Operations and the focus is now on demonstrating reliability across the railway before it can open. 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.

On 28 March, the project began the period of timetabled running on the Elizabeth line, running trains through the central tunnels at a frequency of 12 tph. This will be the final stage before the line will open and its duration will be determined by the ability to demonstrate improved reliability across the railway.

Elizabeth line opening (Stage 3)

The launch of Elizabeth line services between Paddington and Abbey Wood in the first half of 2022 will bring immediate benefits to passengers travelling between these stations with 12

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tph, in each direction, all day. The opening of the Elizabeth line has always been planned to take place in stages to ensure the new central section stations, signalling and infrastructure can run safely and reliably before it fully links in with services out to the east and west. It is expected that when the central section opens it will be without Bond Street station, which remains at a less advanced stage than other stations in the central section. However, good progress continues to be made and the team at Bond Street is working hard to open the station as soon as possible.

Following the opening of the central section and until the next stage of opening in Autumn 2022, the Elizabeth line will operate as three separate railways. The current TfL Rail services on the east and west will continue to run into Paddington and Liverpool Street mainline stations, branded as the Elizabeth line, and passengers wishing to continue their journey to one of the new Elizabeth line central section stations will need to change at Paddington or Liverpool Street.

To support the transition to the opening of the railway there are further upgrades planned to the trains and signalling software over the Easter period, including the commissioning of the ELR200 software and Alstom 5.6 and 5.7 software upgrades. These upgrades are expected to provide increased operational reliability of the trains, routeway and signalling systems.

Full Elizabeth line services

After the opening of the central section, direct services from Reading, Heathrow and Shenfield are expected to connect with the central section in Autumn 2022 and full end to end services are expected to commence no later than May 2023.

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.

Focus and challenges

There continues to be a focus on making the railway reliability consistent to meet the threshold required for passenger service. A period of uninterrupted timetable running has commenced and with consolidation of lessons learned and targeted improvements from the Trial Operations exercises, this is expected to boost reliability to the required thresholds for opening.

Work continues on completing the necessary final safety assurance documentation and relevant assurance activities to support Revenue Service. Progress is being monitored against the schedule on a weekly basis. The focus on completing the assurance documentation allows the operations and maintenance staff to focus exclusively on reliability growth in the period leading up to the opening of the railway.

Operational readiness

TfL Rail delivered an improved Public Performance Measure of 94.3 per cent during Period 11 (9 January – 5 February 2022). Performance on the east was 94.9 per cent, its highest since period 7. The west delivered 93.5 per cent, and while down on last period, this remains higher than previous performance. The overall Moving Annual Average trend at 94.6 per cent remains ahead of target.

Surface stations

Customers 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.



Network Rail is waiting to complete minor paving works at Ealing Broadway station, and a small area has been barriered off until Thames Water can attend and fix an existing minor leak. Another area of the station is also currently barriered off waiting for the safety validation to be accepted, following which the area will be opened.

Network Rail station upgrade works on the east continue at Ilford and Romford. Ilford's entry into service is currently forecast for summer 2022, with good progress being made in relation to the ticket hall slab replacement and associated demolition works. Romford station has experienced delays with gaining acceptance of the fire strategy and design as well as general assurance to enable handover, however all parties are collaborating to achieve the earliest possible opening date.

Yours sincerely,



Mark Wild
CEO, Crossrail Ltd