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Dear ██████,

With the Mayoral and London Assembly elections scheduled to take place on 06 May I am writing to you with this month's Crossrail update to the London Assembly Transport Committee. After the elections, I would be grateful if you could provide the new chair of the committee with a copy of this update.

On 27 March, the project transitioned from a construction environment to an operational environment, operating under the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS) rule book. As part of this move, TfL's service and infrastructure managers are now accountable for the safety, operation and maintenance of the railway. Operating under ROGS will provide an opportunity for operational and maintenance staff to gain the experience of using the new rule book and managing a 'live railway'.

There will be a controlled start to the Trial Running phase following the entry into ROGS, allowing the operations and maintenance teams to mobilise and transition in a seamless manner. During this introduction period, there will be no train movements other than for rolling stock maintenance requirements and commissioning the Great Eastern transition. There will be possessions and isolations that will be used to exercise those parts of the rule book and supporting processes as well as Route Control Centre and site-based staff in a controlled fashion. Once complete, the Trial Running schedule can start in earnest with a timetabled train service.

Work is also continuing at our stations to complete the remaining works necessary for the railway to enter passenger services. As mentioned previously, Custom House and Farringdon have already been handed over to TfL and Tottenham Court Road and Paddington are in the process before handover, which is primarily focussed on extensive testing and commissioning of systems. It is still anticipated that the railway will enter into passenger services in the first half of 2022.

Safety

Delivering a safe railway in an equally safe environment remains our key focus and it continues to be reflected in the overall safety indicators. During the last period there were three High Potential Near Misses reported and a RIDDOR resulting in a Lost Time Case where a security guard sustained an ankle injury after tripping over in the new ticket hall at Bond Street station. The four incidents have been through Serious Incident Event Reviews with learnings identified and corrective measure being put in place.

MOVING LONDON FORWARD





Trial Running Phase

The T-Minus process for entry into ROGS is complete and demonstrates the collaborative effort between all parties involved that is imperative to getting the Elizabeth line into passenger service. This has seen the completion of the required assurance work through closure or structured engineering judgements, and the completion of assurance deliverables that have enabled the railway to enter into a ROGS environment.

On 28 March 2021, the Great Western Main Line transition was commissioned. Crossrail infrastructure is now connected to the Great Western for test trains across that route. The first System Testing with a train session was undertaken with six runs completed.

Trial Operations

Work continues on completing the works at our central station sites. On 05 March 2021, Farringdon station was successfully handed over to London Underground (LU), the first of the LU stations to be handed over, and the second of the stations to be handed over after Custom House. This is not only a significant achievement in preparation for Trial Operations but also for acquiring lessons learned from both Farringdon and Custom House stations that will support subsequent stations in readiness for their respective handover. Tottenham Court Road station remains on track for handover in Spring 2021.

Custom House station has completed the final hooking up of the communications and control systems and is now fully integrated with the Route Control Centre in Romford.

Focus and Challenges

With the project now safely into a ROGS environment, there is now an increased focus on the transition to Trial Operations, which is a key organisational, cultural and delivery challenge. The programme will be pivoting its governance, reporting and management to align to this.

A significant part of the delivery challenge is the transition to delivering works in an access-controlled railway environment. Ensuring strict adherence to the Infrastructure Managers' processes for integrated access planning, ensuring Health and Safety remains uncompromised and that Crossrail's planning of remaining works is as tight as possible.

It has been identified that an additional, uninterrupted means of energisation is required at Plumstead Sidings. An initial technical solution has been identified and the Elizabeth Line Delivery Group is being engaged in the formation and approval of the strategy for providing this. We will be managing this closely in readiness for the Trial Operations phase and the following introduction of passenger services.

Operational Readiness

The Public Performance Measure (PPM) reported in period 12 was 94.3%, with the Moving Annual Average trend continuing to improve and now at 95.9%, the highest since TfL Rail took over operations.

The 9 car Full Length Units (FLU) introduced in December 2020 to the Reading route continued to drive the expected Class 345 fleet reliability improvements during Period 12. This is due to new software significantly reducing the number of ETCS (signalling) related service affecting defects. The next reliability improving software, including further improvements in ETCS performance, is now being rolled out across the fleet.

Ahead of the railway entering ROGS and TfL standing up as the Infrastructure Manager, all readiness activities necessary to enable the transfer of management of the central operating section



were completed. They included the development and implementation of the safety management system and the recruitment and training of sufficient competent operators and maintainers.

System Integrated Dynamic Testing concluded on 16 March which has built train mileage and helped test the system. In addition, it has also provided a valuable opportunity for the operators to gain early experience and confidence in the Romford Route Control Centre.

Engineering works are currently underway at Liverpool Street in order to provide platforms long enough to accommodate the FLU trains operating into the mainline station from Shenfield. Other works in anticipation of the introduction of the FLU trains are taking place, including new staff accommodation at Gidea Park, opening of platform extensions and Driver Only Operation (DOO) system readiness.

Network Rail

Acton Main line and West Ealing were handed over to the operator (MTR) on 16 March and 25 March respectively. These stations now provide crucial step-free access to passengers. The focus now shifts to Ealing Broadway, which is anticipated to be handed over in the spring. West Drayton, Hayes & Harlington, and Southall stations remain on forecast to be step-free by the summer of 2021. The works at Ilford and Romford stations are ongoing with the roof complete at Ilford whilst lift shaft structures are progressing at Romford.

Kind Regards,



Mark Wild
CEO