

TRANSPORT FOR LONDON

BRIEFING NOTE

Subject: Weekly Mayoral update on Crossrail / Elizabeth line

Date: 19 June 2018

Manifesto commitment(s)

Not applicable

Mayor's Transport Strategy (MTS)

A good public transport experience

Proposal 57: The Mayor, through TfL, will work with the DfT to open the Elizabeth line in 2019, with services initially providing 24 trains per hour through central London and increasing in frequency during the 2020s as demand requires.

1 Purpose

- 1.1 Weekly update to the Mayor outlining progress and challenges ahead of the launch of the Elizabeth line.
- 1.2 The Mayor is asked to **NOTE** this briefing.

2 Headlines

- 2.1 A lessons learned review has been commissioned following last week's train testing window to ensure that testing during the next window is maximised. This review was commissioned recognising that while the testing window between 8-11 June was valuable, not all of the testing time available was used productively. This was due to communications and power availability issues.
- 2.2 Areas for review include: minimising risks to start-up including train delivery to site; loading of new software in advance of the start of test windows; depth of resourcing, as well as cover for contingencies, by specialist contractors including Siemens; and removing constraints caused by incomplete infrastructure.
- 2.3 Crossrail has continued to follow-up with Siemens following the visit to Germany on 5 June. We are working with them to review the scope for the railway's opening in December; prioritise testing activities between now and September; and ensure the maximum time for trial running and trial operations before the railway opens.
- 2.4 Station fit-out and testing activities remain ongoing. Crossrail Ltd (CRL) is continuing to work with the Infrastructure Managers (London Underground and Rail for London) to refine the Handover Execution Plans, which define and agree the sequence of handing over station and system elements.
- 2.5 CRL continues to work with the DfT on the project critical issue of securing the railway access requests it needs from Network Rail (NR) this autumn for the installation and testing of the signalling transitions to the east and west of the tunnel sections. DfT has escalated these issues at the highest levels within NR and the train operating



companies. These access requests are vital for completion of train testing and Stage 3 delivery.

- 2.6 NR has raised [REDACTED] they have received for the upgrades of western stations (Acton Mainline, Ealing Broadway, West Ealing, Southall, Hayes and West Drayton). These issues have the potential to delay the award of construction contracts, which then threatens effective use of the Christmas 2018 possession periods and delivery of the station upgrades in December 2019. NR has now retendered for three of the stations (Southall, Hayes, West Drayton); this retendering has a four week response period, and NR are proposing to retender the other three shortly. Delivery of the upgrades is still planned for December 2019.
- 2.7 The provision of operation and maintenance manuals and training materials by contractors remains challenging, although provision of asset data has improved. These materials are needed to support the handover and bringing into use of the railway for Paddington to Abbey Wood services. CRL continues to apply pressure on contractors at senior level to provide materials to meet training and handover plans, and has worked with us to prioritise the production schedule.
- 2.8 There remains a significant volume of safety assurance and approvals required in order to support increasingly complex aspects of train testing and ultimately bring the railway into safe operation. CRL has established weekly metrics to monitor activity as well as continuing to escalate with contractors at a senior level. In addition, CRL has regular and productive meetings with the Office of Rail and Road.

3 Costs

- 3.1 CRL's costs are reported on a periodic basis and are available up to the end of Period 1 (up to 26 May 2018). The forecast for the delivery of the central section has remained at £12,723m at the end of Period 1.
- 3.2 At the end of Period 1, the forecast cost to complete the Crossrail works exceeds the £600m TfL contingency by £211m. A breach in funding has been reported formally in the Crossrail semi-annual construction report issued to TfL and DfT officials (Sponsors) following the CRL Board meeting on 24 May.
- 3.3 The forecast cost for Network Rail's (NR) delivery of the On Network Works (ONW) remains unchanged at £2,530m, against the original budget of £2,300m. Under the Crossrail agreements, this cost overrun is a DfT held risk. NR has indicated further risks in the range of [REDACTED], with a funding request of [REDACTED] to be funded from NR contingency.
- 3.4 We are continuing to work with the DfT to agree how to jointly resolve the funding shortfall. The Sponsors anticipate the increase in costs above the currently agreed funding will be made public in the annual Written Ministerial Statement (WMS) that is being prepared for Parliament for publication before the end of June.
- 3.5 In addition, TfL, DfT, and CRL will coordinate the release of press statements to accompany the WMS. This is an opportunity to explain the context of the cost



increase, promote the successes of the project and share the challenges remaining ahead of opening the central section in December 2018.

4 Programme and Schedule

- 4.1 The key commitments and dates in Crossrail's Master Operational Handover Schedule (MOHS) 2018 with key issues are provided in the appendix A.

5 Appendix

- **Appendix A:** Key milestones from MOHS 2018 schedule with key issues
- **Appendix B:** List of Acronyms
- **Appendix C:** Joint TfL and Bombardier Weekly Report



Appendix A: Key milestones from MOHS 2018 schedule by Stage and key issues including change since last period. The latest available dates are from Period 02 (up to 26 May 2018).

Key: On track ●
 Behind target but not impacting on critical path to Stage 3 ●
 Behind target and at risk of impacting critical path to Stage 3 services ●

Elizabeth Line Readiness Key Milestones	Target	Forecast	Variance	Critical path RAG	Periodic Trend
Stage 2 Phase 2 - Paddington to Heathrow					
ETCS Ready for Formal Heathrow Testing	24-Aug-18	24-Aug-18	0		↔
ETCS Approval to Operate for Driver Training	24-Aug-18	12-Oct-18	-49	Bombardier's software file is late. This has delayed approval to start driver training and ORR authorisation. This means the start of Phase 2 (when all the C345s will go in the Heathrow tunnels) services has been delayed.	↔
ORR Authorisation for On-board Signalling	28-Sep-18	19-Nov-18	-52		
Commence Stage 2 Phase 2 with ETCS functionality	28-Oct-18	TBC	<i>(Dependent on Unit Availability for Driver Training).</i>		
Stage 3 - Paddington to Abbey Wood					
Dynamic Testing					
PSD Ready for Dynamic Testing in Zone 1	09-Apr-18	07 Jun-18	0	COMPLETE	*↔
Provide all Trains to Systemwide for Dynamic Testing (3rd & 4th FLUs)	07 Jun-18	07-Jun-18	0	COMPLETE	↔
Linewide SCADA available in Zones 3 & 4	30-May-18	30-May-18	0	COMPLETE	*↔
Signalling infrastructure ready for DT in Zones 3 & 4	07-Jun-18	19-Jul-18	-42	Availability now forecast for Testing Window 7 commencing 19 July. Some risk to forecast date with mitigation required.	*↓
GSM-R infrastructure ready for DT in Zones 1 to 4	30 July-18	25-Jul-18	5	Medium risk based on update from Siemens	*↔
Permanently energise OHLE Zones 3 & 4	10-Jun-18	11-Jun-18	0	COMPLETE	*↔
Start Dynamic Testing (Zones 3 & 4)	11-Jun-18	11-Jun-18	0	COMPLETE	↔
Start Dynamic Testing (Zones 1,2,3 & 4)	30-Jun-18	06-Aug-18	-37	Knock on impact from delay in signalling infrastructure readiness in Z3&4	*↓
Pre-Trial Running					



All 11 kV S,S&P locations energized	15-Apr-18	09-Jun-18	-0	COMPLETE	*↓
Commence Transition Testing @ GEML	30-Jun-18	11-Aug-18	-42	Confirmation of NR possessions required. DfT support has been requested.	*↓
All 22 kV S,S&P locations energized	30-Jun-18	29-Jul-18	--29	Fault with voltage transformers has led to further delay. New programme issued	*↓
ORR Issue Amended Safety Cert. & Authorisation to MTR-C	04-Jul-18	04-Jul-18	0		↔
Commence Transition Testing @ GWML	14-Jul-18	09-Sep-18	-57	Securing NR possessions not yet achieved. Discussions continuing to finalise. DfT support has been requested.	*↓
Delivery Yellow Plant (RPM, ET01, ET02)	27-Jul-18	04-Aug-18	-8		↓
CBTC Authorised for FLU for Trial Running	26-Jun-18	02-Jul-18	-6		*↓
Commencement of pre-trial Running under CCRRB (Construction Rule Book)	05-Aug-18	11-Sep-18	-37	Revised milestone description and date based on extended durations for construction and dynamic testing. MOHS milestone date yet to be formally revised	*↓
22no. CI.345 FLUs Available for Trial Running	13-Aug-18	10-Aug-18	3		*↓
Combined Elizabeth line trials					
Training completed for RFL in support of Handover of Routeway	05-Jul-18	14-Sep-18	-71	Production of training materials is being prioritised to ensure RFL can train the maintenance and station staff first as they are the most urgent people. Training quality concerns and requirement for re-running courses introduced low-medium risk.	↓
Sufficient RFLI Ops & Maintenance. Staff Trained and Competent as IM	03-Aug-18	10-Sep-18	-38	Production of training materials is being prioritised to ensure RfL can train the maintenance and station staff first as they are the most urgent people	↓
Final COS safety case updated and submitted to RABC	31-Aug-18	31-Aug-18	0		↔



Handover of routeway under ROGS to RfLI	05-Aug-18	1-Oct-18	-57	Reflects revised plan for handovers, trial running and trial operations.	↔
Commence combined Elizabeth line trials (trial operation)	09-Sep-18	01-Oct-18	-22	Reflects revised plan for handovers, trial running and trial operations.	↔
Passenger Service					
Submit Technical File to ORR	17-Sep-18	17-Sep-18	0		↔
CBTC Authorised for Passenger Service	10-Oct-18	02-Aug-18	69		↔
PML ATS Re-energised including NR feed	15-Oct-18	09-Oct-18	6		↑
Temporary services recovery complete	09-Nov-18	30-Sep-18	40	Mitigated programme from C610 received.	*↑
Opening of Stage 3 - Central Section Paddington L/L to Abbey Wood	09-Dec-18	09-Dec-18	0		↔
Substantial Completion of Stage 3					
Plumstead Maintenance Facility Completion (Initial IM access)	21-Nov-18	21-Nov-18	0		↓
Final Handover of all Stations, Shafts and Portals	28-Nov-18	28-Nov-18	0		↔
Plumstead Stabling Sidings Completion	29-Mar-19	29-Mar-19	0		↔
LU Stations 'Staged Completion' - for LU Familiarisation and Trial Ops.					
Whitechapel Station	16-Aug-18*	16-Aug-18	0	Handover to IM 8-Oct-18	↔
Bond Street Station	31-Oct-18*	31-Oct-18	0	Handover to IM 28-Nov-18	↔
Liverpool Street Station	02-Sep-18*	02-Sep-18	0	Handover to IM 24-Oct-18	↔
Tottenham Court Road Station	10-Aug-18	14-Sep-18	-35	Handover to IM 12-Oct-18	↓
Farringdon Station	17-Aug-18	17-Aug-	0	Handover to IM 29-Oct-18	↔



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RFLI Stations 'Staged Completion' - for RFLI/MTR Familiarisation and Trial Ops.					
Paddington Station	29-Jul-18*	08-Sep-18*	-41	Handover to IM 15-Oct-18	↓
Custom House Station	n/a	n/a	0	Station ready for Handover to IM 27-Jul-18	↔
Woolwich Station	09-Sep-18*	09-Sep-18*	0	Handover to IM 31-Oct-18	↔
Canary Wharf Station	05-Jul-18*	31-Aug-18	-57	Handover to IM 01-Oct-18	↔
Date with * = Dates are drawn from first draft of handover execution plans					
Stage 4 - Paddington to Abbey Wood & Shenfield					
Required no. units available for Stage 4 (55 FLU & 5 RLU)	17-May-19	8-May-19	9		↔
Opening of Stage 4 - Paddington L/L to Abbey Wood and Shenfield	19-May-19	19-May-19	0		↔
Stage 5 - Full Crossrail Service					
70 Trains Delivered for Stage 5. (Including RLU to FLU Reconfiguration)	13-Dec-19	16-Oct-19	58		↔
Opening of Stage 5 - Reading & Heathrow to Abbey Wood and Shenfield	15-Dec-19	15-Dec-19	0		↔



Appendix B: List of Acronyms

Acronym	Description
APIS	Authorisation for Placing Into Service
ATC	Alstom, TSO, Costain joint venture
ATFS	Auto Transformer Feeder Station
BT	Bombardier Transportation
CBTC	Communications Based Train Control
CRL	Crossrail Limited
DfT	Department for Transport
ET01/02	Engineering Train
ETCS	European Train Control System
FLU	Full Length Unit
GEML	Great Eastern Mainline
GSM-R	Global System for Mobile Communications – Railway
GWML	Great Western Mainline
LU	London Underground
MNO	Mobile Network Operators
MOHS	Master Operating Handover Schedule
MTRC	Mass Transit Railway - Crossrail
MTS	Mayor's Transport Strategy
ORR	Office of Rail & Road
PML	Pudding Mill Lane
PSD	Platform Screen Door
RAB (C)	RfL Assurance Board for Crossrail
RfL	Rail for London
ROGS	Railways and Other Guided Transport Systems (Safety) Regulations
RPM	Railway Profiling Machine
S, S&P	Station Shafts and Portals
TBC	to be confirmed
TCMS	Train Control Management System
TfL	Transport for London
TPH	Trains per hour
WBP	Westbourne Park



Appendix C: Joint TfL and Bombardier Weekly Report

Elizabeth line - Bombardier Weekly Report 18 June 2018

Note No: 15

Key Activities and Issues

- 50 trains have been completed in Derby by Bombardier, which is in line with the plan.
- Five 7-Car trains continue to be used on TfL Rail services between Paddington and Hayes & Harlington based at Old Oak Common. The remaining ten 7-Car trains remain at Ilford Depot and are available for passenger service on the Liverpool Street to Shenfield line. Availability and reliability has generally been good and the timetable is being adjusted from this week to make greater use of the trains on the Shenfield line.
- Good progress has been made at Old Oak Common Depot. Section C of the sidings (the final section) was brought into use on 11 June. Full signalling commissioning is scheduled for August.
- Bombardier remains focused on delivering its reliability growth plan. The interim target is a mean distance between service affecting failures (the standard industry measure) of 10,000 miles by 26 June 2018. This may not be fully achieved (the current figure is around 5000 miles, up from 4000 in the last period and 2000 in the period before that) but reliability continues to grow based on 15 modifications and software updates that will reduce or eliminate current faults. The planned increase in use of the fleet will assist in working through any remaining issues.
- Six 9-Car trains are being used for driver training on the Great Western route (between Paddington and Heathrow / Reading) and six 9-Car trains are being used for testing, five in the Elizabeth line central tunnel section between Whitechapel and Abbey Wood (Dynamic Testing) and one for pre-testing in the Heathrow tunnels.
- The last dynamic testing in the tunnels between Canary Wharf and Abbey Wood started on 8 June and included train and signalling testing using new software updates (Release 7.2.1.3) from Bombardier and also from Siemens (Release 3.0.10) as well as platform door testing. On 11 June the first Class 345 ran through to the Western tunnel portal at Westbourne Park.
- Release 7.2.1.3 of the train control management software continues to be tested at Melton test track along with Siemens Communications Based Train Control (CBTC) signalling software. Issues with the Bombardier European Train Control System (ETCS) mean that this is switched off for testing in the tunnels but needs to be restored in the next release.
- A further release 7.2.2 is being produced to incorporate fixes to all 68 defects in 7.2.1.3 and any others found in the further testing at Melton. The issue of number of defects has been raised with the Chairman of the Bombardier Board. In order to accommodate fixes



to any further issues, as well as the results of Siemens' own analysis of issues, the planned build of release 7.2.2 has been deferred from 15 to 22 June. This is not expected to have any impact on other dates in the programme.

- Bombardier has produced a plan and programme for assurance activities. With a large amount of testing and the number of releases ahead, this is a key area of focus. Bombardier continues to review the resources assigned to this crucial activity.
- Going forward, testing schedules will also depend on the software releases from Siemens, who supply the signalling system that is fitted to the tunnels. Weekly meetings continue between Bombardier, Siemens, Crossrail and TfL, to improve joint testing, coordination of software release programmes and bug fixing. These meetings are productive and direct BT/Siemens liaison and escalation meetings have also been established.
- Further pre-testing of the ETCS in the Heathrow tunnels has been deferred as the latest software (Release 7.2) has some ETCS functions switched off, to simplify approvals for the central section testing and testing using the previous software version (Release 6.1) has been completed.



Key Programme Milestones

Stage 2	P80 Programme (V3_5_1) 11 th Jan	Current Forecast
Approval for driver training on Great Western routes excluding European Train Control System	27 Feb	Completed
Commence build of TCMS release 7.3 (the Stage 2 passenger service software)	26 June	26 June
Independent Safety Assessment body ('ISA') approval for European Train Control System MR3 software necessary for Stage 2	6 August	6 August
Independent Safety Assessment body ('ISA') approval for TCMS release 7.3	18 September	18 September
Approval for European Train Control System driver training on Great Western	24 Aug	12 Oct
Approvals for European Train Control System Passenger Service	28 Sept	19 Nov
Stage 3		
Completion of Transition testing at Melton ready for Central Operating Section Dynamic Testing	29 Jan	Completed
Commence build of TCMS release 7.2 (the Stage 3 passenger service software)	24 April	Completed
Independent Safety Assessment body ('ISA') approval for European Train Control System MR2 software necessary for Stage 3	22 May	Completed 12 June
Approval of CBTC signalling for Central Operating Section Trial Operations	22 Jun	26 Jun
Availability of 22 trains for Trial Running in the Central Operating Section	13 Aug	13 Aug
Approval of Class 345 for Stage 3 Passenger Service	10 Oct	10 Oct
Start of Stage 3 Passenger Service	9 Dec	9 Dec
Old Oak Common Depot		
Section A Brought into Use	1 Mar	Completed
Section B1 Brought into Use	11 Apr	Completed
Section C Brought into Use	30 May	Completed

