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Dear Florence,

As you are aware, we received approval of our Earliest Opening Programme (EOP) from the Crossrail Board on 25 April 2019. Following on from this our key immediate focus is to transition the high level EOP into a logical and detailed Delivery Control Schedule (DCS) and determine an aligned anticipated final cost forecast.

The development of the DCS and anticipated final cost forecast is supported by a number of targeted activities that align with the approval of the fundamental strategy for delivering the Elizabeth line within the six-month opening window.

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, overall performance improved during May. However, there was one injury resulting in time away from work when an individual twisted his knee on the last step of a staircase while carrying equipment.

While we have seen a positive reduction in injuries onsite, there has however been an increase in high potential near misses largely pertaining to our transition into an operational railway. Our risk profile was significantly altered when dynamic testing commenced in January. We are addressing this with great importance and, as an intervention, we are assessing the recent incidences to understand what further measures could be put in place to guard against the risk of incidents occurring.

As I mentioned previously 'Stepping up Week' – a week of health and safety focussed events across all Crossrail sites – was held in the first week of June to raise the paramount importance of safe procedures and operations as we work to complete the Elizabeth line. This was launched at our staff conference and outlined our mission of making safety personal. An outstanding commitment to safety was demonstrated throughout the week as every site across the programme hosted events.

MOVING LONDON FORWARD





Central Section Progress

Following the achievement of Tier One Substantial Demobilisation (TOSD) at Stepney Green shaft on 5 June, we have now achieved 19 of 22 TOSD milestones. Looking forward, we are planning to hand over Victoria Dock Portal, Mile End Shaft and Pudding Mill Lane Shaft to the Infrastructure Manager over the next month. Handover of these assets will be a significant achievement and an important sign of progress on our journey to bring the Elizabeth line into operation.

Main Dynamic Testing

We have now commenced close-headway multi-train testing in the tunnels meaning that the distance between trains is only 50m. We will begin to progressively build the speed of the trains up to line speed and shift from doing this testing under driver control to under signalling control. Testing of converged software between Siemens and Bombardier has also commenced in the offsite Crossrail Integration Facility in Chippenham. This helps build confidence in the software before implementation in the tunnel environment which is expected in July. This will be an important milestone for us as it will allow us to test a greater level of functionality as well as allow Bombardier to commence critical assurance activities and help us build more certainty in our opening window.

We are working collaboratively with both Siemens and Bombardier to develop the software maturity that is essential if we are to achieve our aim of entry to full Trial Running early next year. So, whilst the start of close headway testing is an important milestone, significant work lies ahead for both ourselves and our suppliers.

Operational Readiness

The maintenance team for the Elizabeth line will move into the new Maintenance Management Centre at Plumstead later this month. This team continues to undertake maintenance activities on some existing stations currently operated by TfL Rail and also continues to support Crossrail contractors with overhead lines, signalling and track inspection work.

Training of Traffic Managers, Incident Response Managers and Service Infrastructure Managers continues by using signalling and power systems simulators and desk top exercises and these teams are now starting to be engaged in support of the wider dynamic testing programme.

The London Underground (LU) Revenue Service and Handover Readiness Plan - which enables LU to accept the five stations (Bond Street, Tottenham Court Road, Farringdon, Liverpool Street and Whitechapel) for which LU will become Infrastructure Manager - is being updated to align with our revised approach to delivering the Elizabeth line.

Network Rail

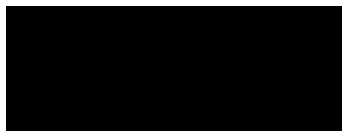
Network Rail continued delivery of its infrastructure to support the Stage 5A TfL Rail service between Paddington and Reading in December 2019. Extension of the platforms at West Drayton, Maidenhead and Slough continue, with performance in advance of their plan. Installation of camera posts for driver's CCTV at eight stations between Reading and West Drayton progressed in line with their target in the month.

Enhancements at stations between Hayes & Harlington and Acton Main Line are progressing. Programmes have now been submitted by the two contractors who were awarded the work for six of the stations last month and these programmes have been accepted by Network Rail. The detailed plans and milestones demonstrating performance will be issued next month.



On the east, the programme for completion of work at the Harold Wood ticket office has now been received from Network Rail and their contractor has now mobilised, and the ticket office at Goodmayes has now been made available for fit out by MTR.

Kind regards



Mark Wild
CEO