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Chair, Public Accounts Committee
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Crossrail Progress Update: Summer 2019

Dear Chair

As Chair of the Public Accounts Committee, we are writing to provide you with a further update on the Crossrail project. In line with our commitment to openness and transparency as work continues, this is the first in a new series of updates on our progress through the critical final stages of the project to complete the Elizabeth line.

We welcome your Committee's continued scrutiny into the project – we take its views seriously and recognise many of the challenges raised in the report. Since the refreshed leadership team have been in place, we have worked to strengthen our governance and internal project controls and risk functions as well as introducing visualisation management to strengthen oversight of delivery and progress.

Crossrail remains a hugely complex project, which is now in its final and most challenging phase due to significant integration and testing work that remains to be completed.

Our high-level plan has now progressed into a logically linked and detailed Delivery Control Schedule with 120 key milestones identified to ensure delivery of the railway. The project is making good progress as this plan is implemented and the central section of the Elizabeth line remains on schedule to open between October 2020 and March 2021.

Our refreshed website is regularly updated with progress [videos](#) and [images](#) of stations across the route, which may be of interest to you.

Progress over the last three months includes:

- Close headway multi-train testing - which involves trains running close together - commenced on 8 June 2019 as part of the Dynamic Testing phase
- Central section stations are reaching an advanced state of completion with final fit-out and testing and commissioning work underway (fit-out and systems installation is continuing at Bond Street).
- Fifteen new class 345 trains are in operation with TfL Rail on the eastern and western parts of the route, building reliability and achieving a high standard of performance
- The first nine-car (full-length) train is now in passenger service from Hayes & Harlington to Paddington. These longer trains will be used when TfL Rail services commence between Paddington and Reading in December 2019
- Network Rail has awarded contracts for the construction of the remaining new or enhanced ticket halls Southall, Hayes & Harlington, West Drayton, Ealing Broadway, West Ealing and Acton Main Line stations.

MOVING LONDON FORWARD





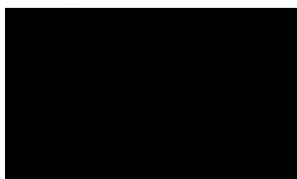
Bombardier and Siemens are working closely with us to increase the reliability of the train and signalling software. They have committed some of their most experienced team members from around the world to ensure completion of this phase – known as Dynamic Testing – and enable us to move to intensive trials, which simulate the full railway service (Trial Running) in the first quarter of 2020. This allows full testing of the railway to ensure it is safe and reliable for passengers.

By the end of this year, final fit-out and testing and commissioning is due to be completed at most stations and Dynamic Testing will be in its final stages. The project team is continuing to work closely with our Tier One contractors to demobilise their station delivery teams in order for the project to move ahead with integrating the nine new stations with the rest of the railway.

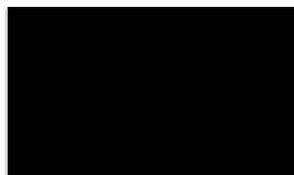
We appreciate that this will be a busy time for you; nevertheless, we would welcome the opportunity to brief you personally and, if your diary permits, we could combine this briefing with a visit to one of the new Crossrail stations, so you can see at first hand the progress we are making.

If you have any further enquiries please contact Crossrail's Public Affairs Officer, Colin McKinlay, via [REDACTED] or [REDACTED]@crossrail.tfl.gov.uk.

Yours sincerely,



Tony Meggs CB
Chairman



Rt Hon. Nick Raynsford
Deputy Chairman