

PROPOSED CRL NARRATIVE: SCHEDULE – 24 AUGUST 2018

The Elizabeth line's central section between Paddington and Abbey Wood will now open in summer 2019 instead of December 2018. The Elizabeth line remains on track to be fully open by December 2019 as originally planned.

The Elizabeth line is one of the most complex and challenging infrastructure projects ever undertaken in the UK. Construction is now in its final stages with a huge effort underway to complete and commission the new railway which brings together multiple contracts, new rolling stock and three different signalling systems.

We have been working hard to maintain the programme but further integrated testing time is required to introduce the next phase of the railway – the central section between Paddington and Abbey Wood – in a way that can be guaranteed to be safe and reliable.

The original programme for testing has been compressed by more time being needed by contractors to complete fit-out activity in the tunnels and delays in the railway systems software.

Testing has started but further time is required to complete the full range of integrated tests required to ensure a safe and reliable railway.

The railway will open through the central section once full testing of the train and signalling system has been successfully completed and a sufficient level of system operational reliability has been achieved.

The new Elizabeth line trains are already operating between Shenfield and Liverpool Street (mainline station) and between Paddington (mainline station) and Hayes & Harlington, in readiness for the full opening. The trains are also being tested in the Heathrow tunnels.

Construction activity is drawing to a close with the completion of the mechanical, electrical and communications systems along with the remaining architectural fit-out in the new central section stations and will complete this year.

When the central section of the Elizabeth line opens in summer 2019, the railway will operate as three services as planned:

- Paddington (Elizabeth line station) to Abbey Wood via central London
- Paddington (mainline station) to Heathrow (Terminals 2, 3 and 4)
- Liverpool Street (mainline station) to Shenfield

Additional information if required:

The programme for testing has also been compressed by more time being needed by contractors to complete the fit-out, testing and commissioning of the railway infrastructure.

Testing has been affected by delays with the railway systems software that allows operations across the new railway including the three different signalling systems on the Elizabeth line.

During the initial energisation of electrical equipment at Pudding Mill Lane sub-station on 11 November 2017, two voltage transformers failed. This delayed the start of energisation of power equipment in the tunnels by several months while extensive checks were completed.