

Elizabeth line services through central London to start in 2019

- **Central section between Paddington and Abbey Wood will now open in summer 2019 instead of December 2018**
- **Additional time required to ensure a safe and reliable railway for customers from day one of passenger service**
- **New railway remains on track to fully open in December 2019 as originally planned**

The Elizabeth line, which will redefine transport in London with quicker, easier and more accessible journeys, will now open through central London in summer 2019, Crossrail Limited and Transport for London announced today.

The hugely complex ten-year project, delivered by Crossrail Limited, brings together multiple infrastructure contracts, new rolling stock and three different signalling systems.

Crossrail Limited has been working hard to maintain the programme but there is now insufficient testing time available to introduce a railway that will be safe and reliable for services to commence in December. The central section between Paddington and Abbey Wood will now open in summer 2019 instead of December 2018.

The Elizabeth line remains on track to fully open from Reading and Heathrow in the west through the central tunnels to Shenfield and Abbey Wood in the east by December 2019 as originally planned.

Testing has started but further time is required to complete the full range of tests required for the highly complex signalling and train systems software. The railway can only 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 programme has been impacted by a later than planned start to dynamic testing in addition to access delays for train testing caused by remaining tunnel fit-out activity and delays with software development for the new Elizabeth line trains.

Simon Wright, Crossrail Chief Executive said (TBC): “The Elizabeth line is one of the most complex and challenging infrastructure projects ever undertaken in the UK and is now in its final stages. We have made huge progress with the delivery of this incredible project but we need some more time to complete the testing of the new railway. We are working around the clock with our supply chain and Transport for London to complete and commission the Elizabeth line.”

Mark Wild, London Underground and Elizabeth line Managing Director, said (TBC): XXX

DfT said: XXX

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

The programme for testing has also been compressed by more time being needed by contractors to complete fit-out activity in the tunnels.

Rolling stock testing has been affected by delays with software development to allow the class 345 train to successfully operate across the three different signalling systems on the Elizabeth line. The testing process in the central section, when one and subsequently multiple trains are tested in the tunnels, relies on a certain level of software functionality to complete all the testing that must be undertaken.

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 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 initially operate as three separate 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

The Elizabeth line will be fully open by December 2019 with services running from Reading and Heathrow in the west (including Terminal 5) through the central tunnels to Shenfield and Abbey Wood in the east.

The new railway, jointly sponsored by the Department for Transport and Transport for London with support from London's business community, will connect stations such as Paddington to Canary Wharf in only 17 minutes, transforming how Londoners and visitors move across the capital.

The Elizabeth line will increase central London's rail capacity by 10%. It will bring an extra 1.5 million people to within 45 minutes of central London and more than 200 million passengers are expected to use it every year.

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