

Date: 24 March 2022

Item: Elizabeth line Readiness

This paper will be considered in public

1 Summary

- 1.1 This paper provides an update on the performance of the TfL Rail operational service and the status of the transition and readiness of the Infrastructure Managers for the operations and maintenance of the railway after handover from Crossrail.

2 Recommendation

- 2.1 **The Committee is asked to note the paper.**

3 Performance of Operational Service

- 3.1 TfL Rail delivered an improved Public Performance Measure of 94.3 per cent during Period 11 (9 January – 5 February 2022). Performance on the east was 94.9 per cent, its highest since period 7 despite issues with the Class 345 full-length trains experiencing emergency brake applications approaching Stratford. The west delivered 93.5 per cent, and whilst down on last period, still remains higher than previous performance. The overall Moving Annual Average trend at 94.6 per cent remains ahead of target.
- 3.2 In the east, passenger services between Shenfield and Liverpool Street are now being operated by nine-car Class 345 trains. In the west, services to Heathrow are operated by nine-car Class 345 train, whilst services between Reading and Paddington are operated by a combination of nine-car and seven-car Class 345. The seven-car trains are progressively being converted at Old Oak Common Depot to nine-cars with this programme due to be complete in May for all but three residual seven-car trains which will remain in use until the start of through-running services into the Elizabeth line central section (Stage 5b).
- 3.3 The Class 345 fleet has been loaded with the latest train and signalling control software and reliability has improved, however the level of growth is below the forecast level. Train manufacturer Alstom is in the process of testing another train software release, for loading to the fleet starting in mid-April 2022.

4 Operational Readiness

- 4.1 The first of five large scale Trial Operations evacuation exercises took place on 13 February at Custom House involving 350 people. This was followed by an exercise at Farringdon on 19 February and at Limmo Peninsula on 26 February 2022. This phase involves collaboration with a number of organisations, including

Network Rail, British Transport Police, London Fire Brigade and the London Ambulance Services, demonstrating how they would respond to incidents on the network. All three exercises were conducted safely with no incidents recorded and were classified as passed with comments. Lessons learnt from each exercise have been captured and subsequent actions embedded to further improve the processes for the next phase of exercises. The fourth and final exercises took place at Canary Wharf and Paddington on 5 and 13 March 2022 respectively with over 2,000 colleague volunteers participating. In between the large scale exercises, smaller scale scenarios continued during the week as well as reliability and system testing.

- 4.2 Performance has generally been positive following the completion of the tunnel ventilation system works and commissioning of ELR110 signalling software. Although some systemic issues remain, further improvements in performance are expected when the next software upgrades are rolled out.
- 4.3 There are further upgrades planned to the trains and signalling software over the Easter period, including the commissioning of the ELR200 software and Alstom 5.6 and 5.7 software upgrade. These upgrades are expected to provide increased operational reliability of the trains, routeway and signalling systems.
- 4.4 Nine of the ten central stations are now under our control with Canary Wharf station handed over since the last update. Operational readiness continues to be a key focus and the operations training and assessment 'end to end' programme continues to plan. The recruitment for additional Traffic Managers resulted in several roles being filled with the successful candidates expected to join the organisation in the coming weeks. Further strengthening of Traffic Managers, Incident Response Managers and Service and Infrastructure Managers is also progressing.
- 4.5 Customers on the west of the central section have been benefitting from new station buildings and step-free access following the completion of Network Rail station enhancement works. The remaining construction activities and snagging works are forecast to be complete at the end of March 2022.
- 4.6 Network Rail enhanced station upgrade works on the east continue at Ilford and Romford. Ilford's entry into service is currently forecast for the Summer, although this is under review pending the resolution of the structural issue in relation to the ticket hall slab. Romford station remains on track to enter service in the coming months, but Network Rail continue to assess the programme for both stations and their entry into service.

5 TfL Residual Works Programme

- 5.1 The residual works team continue to progress a number of pre and post revenue service activities across the London Underground and Rail for London (Infrastructure) Limited estate. Weekly meetings attended by senior representation from all areas are occurring to finalise post revenue scope in addition to removing any blocks to pre revenue delivery.

List of Appendices:

None

List of Background Papers:

None

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