

**Board**

**Date: 27 July 2022**

**Item: Elizabeth Line Operations and Further Opening Stages**

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**This paper will be considered in public**

**1 Summary**

1.1 This paper provides the status update of the Elizabeth line operations and on the readiness for further opening stages of the Elizabeth line railway including the remaining work on the Crossrail project.

**2 Recommendation**

2.1 **The Board is asked to note the paper.**

**3 Performance of Operational Service**

3.1 The reliability of the Elizabeth line has been very good. In Period 2 (1-28 May 2022) the Elizabeth line (including what was known as TfL Rail prior to 24 May) delivered reliability of 95.1 per cent (measured against Public Performance Measure or 'PPM') against the target of 94.25 per cent. Following the start of revenue service in the central section on 24 May, performance between Paddington and Abbey Wood was 97.8 per cent over the first five days of service, with 100 per cent delivered for three of those five days. Performance on the east was 95.9 per cent during Period 2 whilst the west was 93.3 per cent.

3.2 During Period 3 (29 May – 25 June) the Elizabeth line delivered reliability of 94.9 per cent (PPM). This exceeded the overall target of 94.25 per cent. The year-to-date average is 94.7 per cent. In Period 3 the central section PPM was 96.8 per cent.

3.3 In the first four weeks of operation as the Elizabeth line there have been around 10.25 million passenger journeys across the whole route, of which around five million are estimated to have been on the section from Paddington to Abbey Wood, averaging over 200,000 journeys per day on the central section.

**4 Update on Further Opening Stages**

4.1 Work continues in engineering hours and on Sundays to complete outstanding works, in particular the updating of signalling software in preparation for more intensive services later this year.

- 4.2 Nine of the ten new central section stations have now been commissioned and transferred to TfL. Bond Street is now the only station site with substantial construction, testing and commissioning activity still underway. The station continues to make good progress and the team are working hard to open the station to customers later this year.
- 4.3 The plan to complete the end-to-end railway entails a set of graduated steps ('Stage 5'): a 22 trains per hour peak (16 trains per hour off-peak) frequency in the central section (Paddington to Whitechapel), which can commence outside of a National Rail timetable change and is planned for the Autumn; and then a further increase of the peak frequency to 24 trains per hour which is planned no later than the National Rail timetable change in May 2023. A T-Minus process has been established that builds on the approach taken to the countdown to commence revenue service on the Elizabeth line.
- 4.4 Reliability will be a key factor in commencing and moving through the Stage 5 stages with the reliability on each of the west, central and east sections needing focus and management. Further trials for 20 trains per hour will take place at weekends. The transitions to and from the Central section will also be key to supporting Stage 5, we are working with our signalling supplier on this.

**List of Appendices:**

None

**List of Background Papers:**

None

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