

TRANSPORT FOR LONDON

RAIL AND UNDERGROUND PANEL

SUBJECT: LONDON RAIL DEMAND TRENDS

DATE: 5 MAY 2011

1 SUMMARY

- 1.1 London Rail passenger revenue for 2010/11 was £168m. This compares to a quarter 3 forecast of £166m and a budget of £163m. A record number of passengers have been carried across the three divisions during the year, driven by major investment, including the opening of the East London Line in April 2010, and a recovery in economic conditions.
- 1.2 London Rail carried approximately 166 million passengers in 2010/11, an increase of 30 per cent on the previous year. Docklands Light Railway (DLR) carried 78 million (increase of 13 per cent), London Overground carried 60 million (increase of 82 per cent) and Tramlink carried 28 million (increase of 8 per cent).
- 1.3 The Panel is asked to note this paper.

2 DOCKLANDS LIGHT RAILWAY

- 2.1 In 2010/11, passenger numbers have risen to 78 million, an increase of 13 per cent compared to the previous year. Demand has been positively impacted by improving financial sector employment, continued growth of passengers on the new Woolwich extension, fewer closures for engineering work and the introduction of three-car trains. The introduction of three-car trains is expected to attract an additional two per cent of passenger numbers per annum.
- 2.2 Figures 1 and 2 show recent trends in demand. Passenger numbers are measured by an infra-red automatic station based counting system. Passenger numbers dropped significantly in the second half of 2008/09 following the start of the banking crisis and the collapse of Canary Wharf based Lehman Brothers. The financial sector has been one of the worst affected sectors in the downturn, to which DLR has a significant exposure.
- 2.3 Allowing for differences in period length, passenger numbers stabilised in the first half of 2009/10, driven by the opening of the Woolwich extension in January 2009 and reopening of Tower Gateway following refurbishment in March 2009.

Figure 1

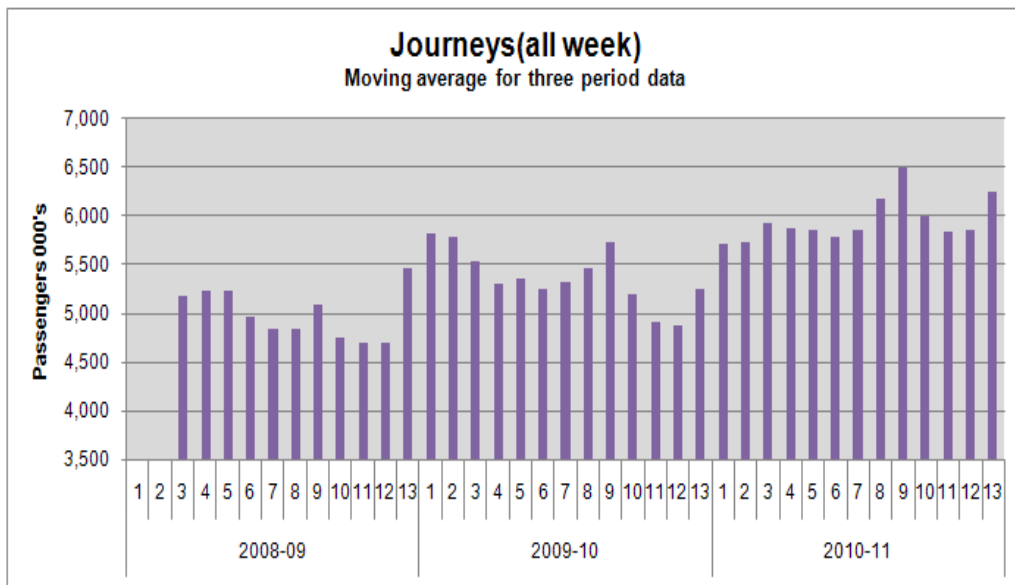
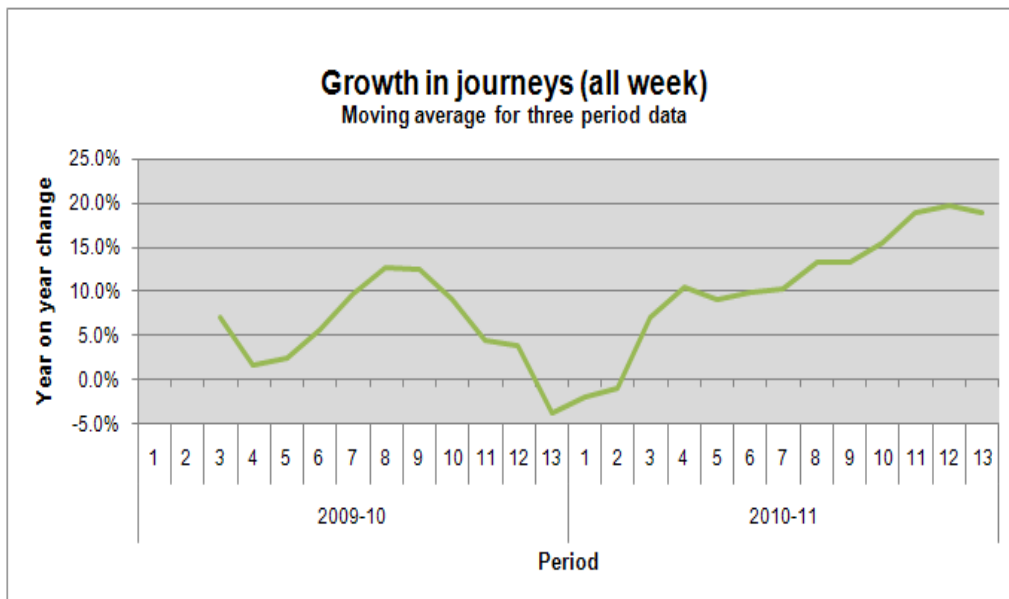


Figure 2



3 LONDON OVERGROUND

3.1 Journeys as estimated from the settlement systems grew from 33 million in 2009/10 to 60 million in 2010/11, with the East London Line accounting for approximately 17 million journeys. NLR¹ journeys were measured as approximately 43 million journeys, an increase of 30 per cent on the previous year. The busiest part of the North London Line was closed for engineering work from the end of February 2010 to the start of June 2010 depressing NLR demand at the end of 2009/10 and start of 2010/11.

¹ NLR – North London Railway. All Overground routes with the exception of the East London Line

3.2 Since the commencement of the London Overground concession biannual counts have been undertaken to measure passenger numbers. In addition revenue settlement systems generate journey figures, but these are only an approximate measure of demand (due to a degree of inaccuracy and time lag associated with the allocation of Travelcard revenue). Figures 3 to 5 show recent trends in demand.

3.3 New Class 378 trains introduced on Overground routes measure the weight of passengers using them (on-train loadweigh system), with data from this system available from October 2010 onwards. This gives the ability to measure and track volume more closely and accurately going forward.

3.4 The loadweigh data that has been collected to date broadly corroborates settlement generated journey volumes.

Figure 3

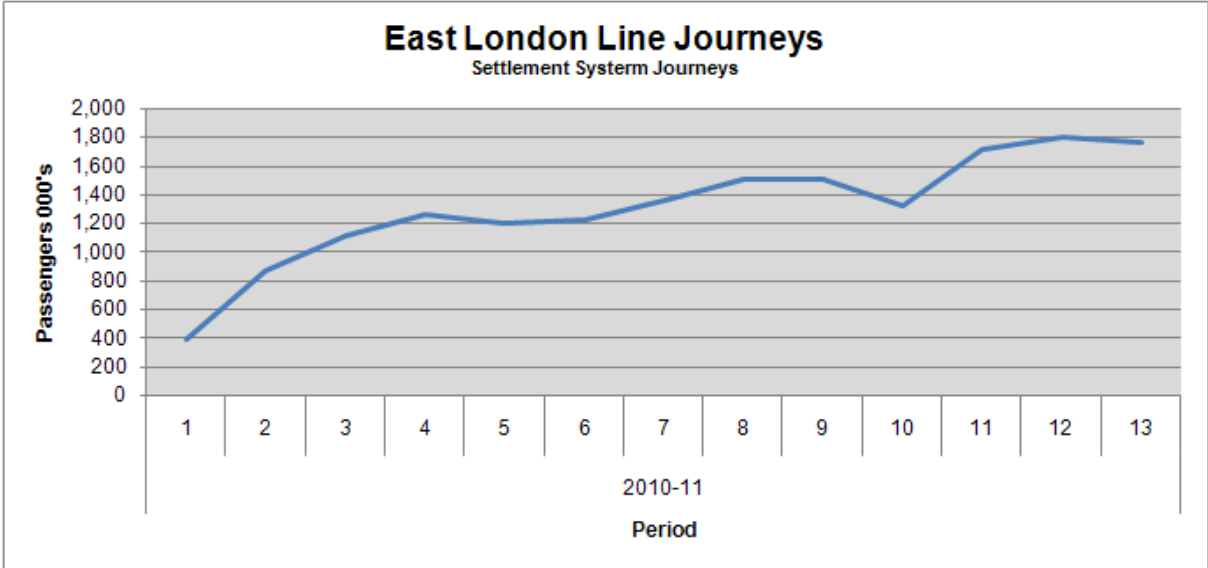


Figure 4

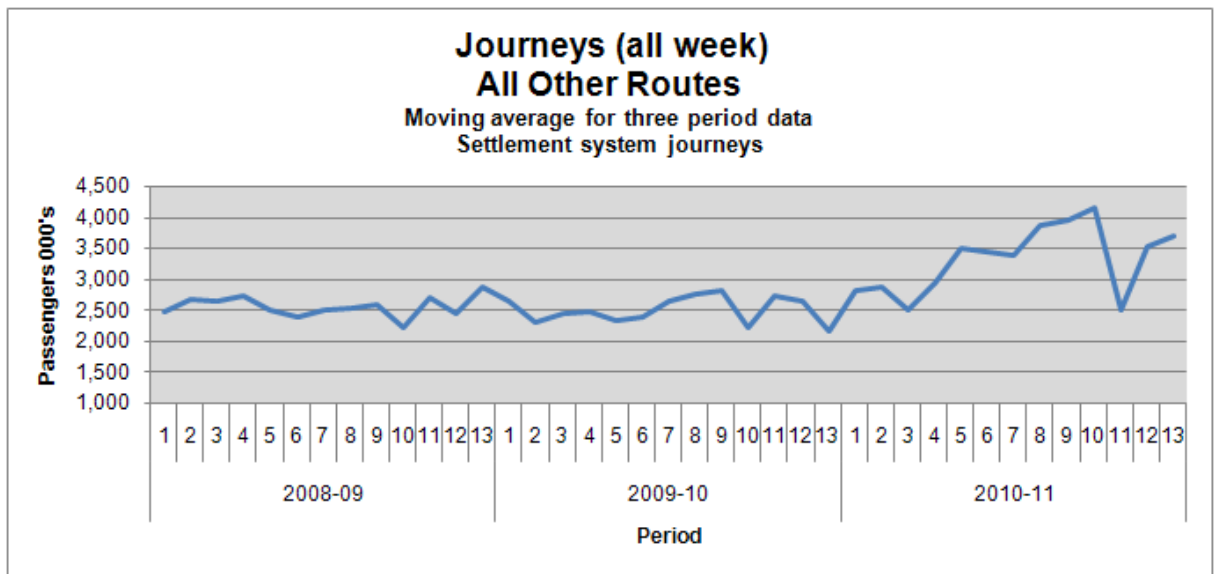
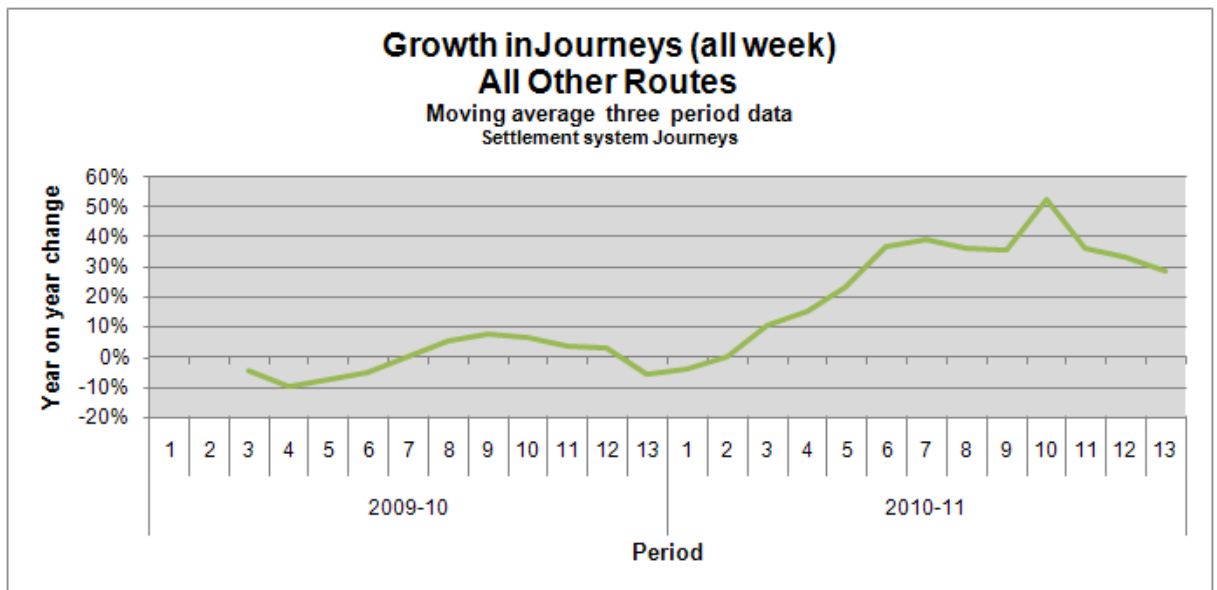


Figure 5



4 TRAMLINK

4.1 Tramlink carried 27.9 million passengers in 2010/11 an increase of eight per cent on the previous year and three per cent compared to 2008/09. Figures 6 and 7 show recent trends in demand.

4.2 Passenger numbers are measured by an infra red automatic on-board counting system.

4.3 Demand was lower in 2009/10 due to a six week summer closure of the Central Croydon loop for engineering work and the effect of the recession. During the first half of 2010/11, demand growth was weak, however, passenger numbers began to recover in the second half of the year, and currently underlying year on year growth is estimated to be around five per cent.

Figure 6

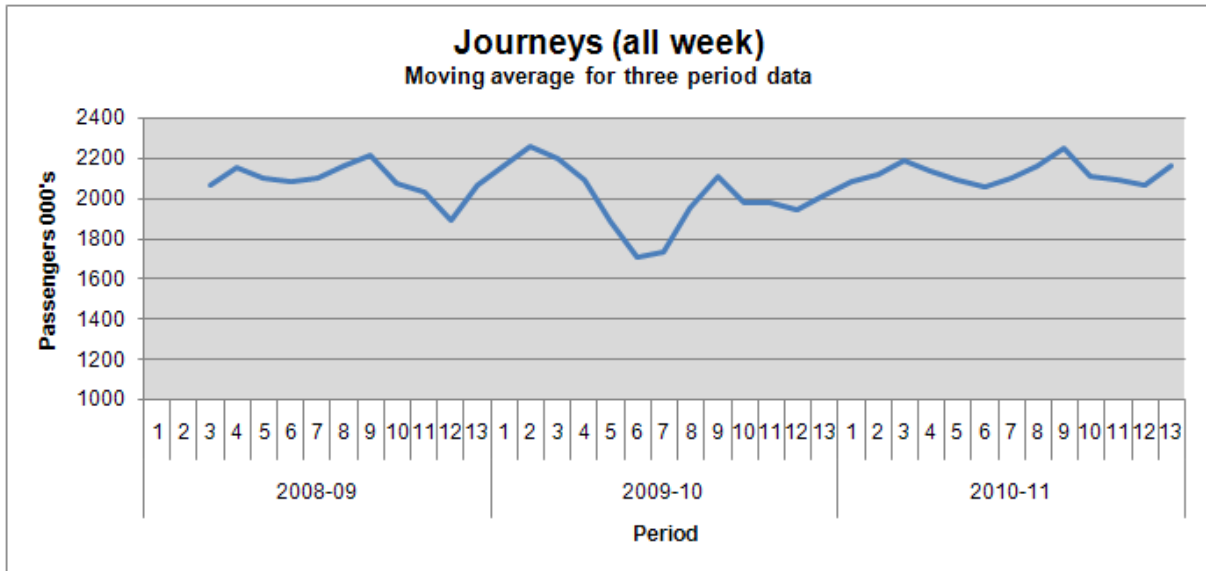
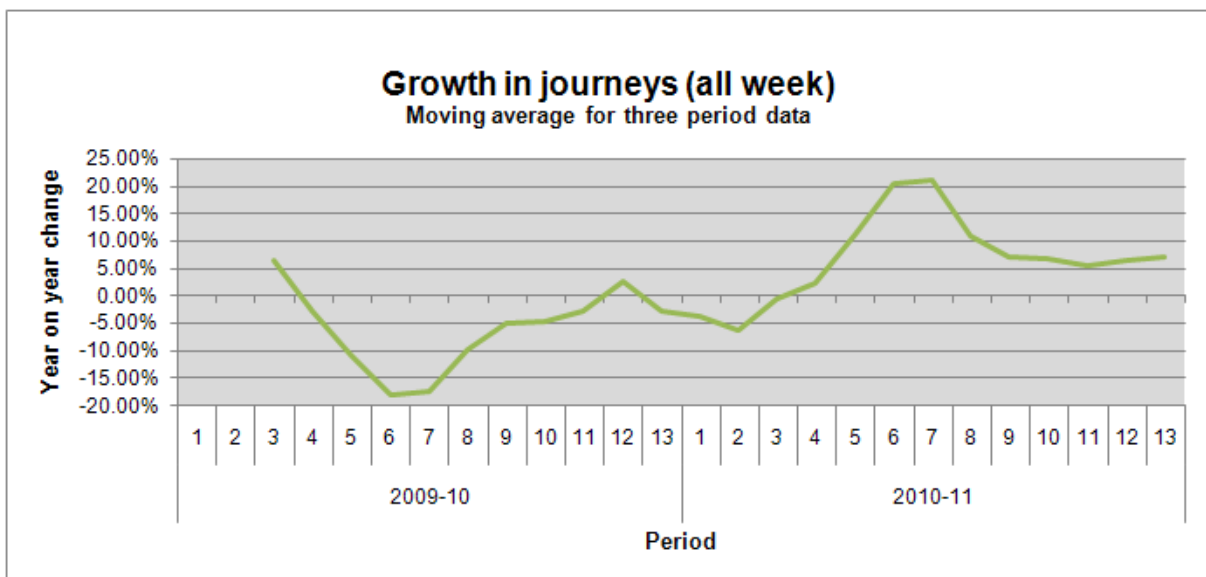


Figure 7



5 CONCLUSION

5.1 The Panel is asked to NOTE this paper.

6 CONTACT

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