

TfL 2019-20 Quarter 1 Performance Report (April-June 2019)

January 2020



London TravelWatch is the official body set up by Parliament to provide a voice for London's travelling public.

Our role is to:

- Speak up for transport users in discussions with policy-makers and the media,
- Consult with the transport industry, its regulators and funders on matters affecting users,
- Investigate complaints users have been unable to resolve with service providers,
- Monitor trends in service quality.

Our aim is to press in all that we do for a better travel experience for all those living, working or visiting London and its surrounding region.

Table of issue dates for London TravelWatch's Transport for London (TfL) Performance Reports

TfL financial periods	Issue dates for London TravelWatch report for the corresponding Quarter
Quarter 4 – Jan to Mar 2015	September 2015
Quarter 1 – Apr to Jun 2015	October 2015
Quarter 2 – Jul to Sept 2015	January 2016
Quarter 3 – Oct to Dec 2015	May 2016
Quarter 4 – Jan to Mar 2016	June 2016
Quarter 1 – Apr to Jun 2016	October 2016
Quarter 2 – Jul to Sept 2016	February 2017
Quarter 3 – Oct to Dec 2016	April 2017
Quarter 4 – Jan to Mar 2017	June 2017
Quarter 1 – Apr to Jun 2017	September 2017
Quarter 2 – Jul to Sept 2017	December 2017
Quarter 3 – Oct to Dec 2017	March 2018
Quarter 4 – Jan to Mar 2018	July 2018
Quarter 1 – Apr to Jun 2018	November 2018
Quarter 2 – Jul to Sept 2018	December 2018
Quarter 3 – Oct to Dec 2018	March 2019
Quarter 4 – Jan to Mar 2019	September 2019
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Where appropriate, for each performance graph, arrows have been included to show the direction of positive and negative performance trends.

London TravelWatch would like to acknowledge TfL's help and assistance in producing this report by supplying performance data and operational commentaries to accompany the performance statistics.

Executive summary

This report summarises the performance of all the Transport for London (TfL) modes of transport for the first quarter of the 2018-19 financial year (April to June 2019).

The aim of the report is to provide information about the performance of TfL's transport network from the perspective of users. The information has been gathered from a number of sources (see the appendix for source references). The data is primarily from TfL to whom we are grateful for assisting us, though as resources at TfL have become more constrained compiling this report has become a little more difficult.

London Underground data is not yet available. This report will be updated when it becomes available. Trams and Docklands Light Railway performed well.

This report now includes a measure of performance for TfL Rail and London Overground, 'Cancellations and Significant Lateness'. Both of these Train Operating Companies (TOCs) generally perform well compared to other London and South East TOCs.

However, we remain concerned about the performance of London Streets. Given rising traffic volumes, road works and the potential loss of bus priority to accommodate cycle lanes, there is serious concern about the impact of increased congestion now and in the future. We note bus service speeds have stabilised and the good reliability figures, but congestion is significantly impacting on bus passenger journey times that in turn is leading to lower bus ridership.

TfL have adopted a target for bus speeds at the level at which bus speeds have dropped to over the last 3 years, following a sharp decline. This target is unacceptably low. London TravelWatch advocates that TfL, working with the London boroughs, needs to develop a substantive response to rising population, economic activity, reallocation of road space to active travel, minicab apps etc. that are translating into increasing traffic volumes and longer bus journey times.

Because of the volatility of road safety statistics from year to year the trend is the most important statistic. The trend in killed and serious injury has been downwards over the long term. In 2018 there was a statistically significant increase in serious injuries. Within this there was a statistically significant rise in serious cyclist and car injuries. This should be investigated.

Whilst road maintenance condition is ok at present, it may deteriorate over the medium term, because major renewals of the surface have not been funded for two years. We are pleased that the new business plan reverses this.

London Streets

TfL are managing their network better in terms of interventions to manage planned and unplanned events, computer controlled signals and works to improve the through-flow of junctions etc.

There is now no measure of congestion being reported by TfL which is disappointing as this is a key issue for the users of London's streets, and particularly its bus services. The closest proxy for congestion is traffic speed. This has increased compared to the same period in the previous year. Traffic volume has risen this quarter compared to the same period in the previous year.

TfL's carriageway condition target is met. But London TravelWatch wants to see improvements in this area because this affects the journey experience of all the users. It is also worrying that for a number of years there will be no budget for major renewals. This will mean a significant deterioration in the condition of the road surface.

Because of the volatility of road safety statistics from year to year the trend is the most important statistic. The trend in killed and serious injury has been downwards over the long term. However, in 2018 there was a statistically significant increase in serious injuries. Within this there was a statistically significant rise in serious cyclist and car injuries. This should be investigated.

We are pleased that TfL are now starting to enforce properly against those who obstruct the pavement. London TravelWatch has been campaigning for a number of years for TfL and the London boroughs to keep their pavements clear of illegal obstructions. Only a small handful of London boroughs do this as they should. Obstruction of the pavement is a nuisance for all pedestrians and a particular hazard for disabled users. We hope that publishing borough performance will spur them to undertake this important role properly.

We are therefore delighted that the City of London intends to keep its public highway clear of unlawful obstructions.

TfL's new cycling metric shows a year on year increase of 3.9% in the latest quarter reported.

London Buses

The customer satisfaction score is the same as previous quarter (Q4 2018-19), but higher than Q1 2018-19.

[Note: As of 2016-17, TfL stopped reporting bus stations evaluation.]

High frequency bus services have improved reliability, in part due to extended schedules and additional resources. The decline in bus speeds is stable, but there is a long way to go to get back to where speeds were in 2013/14. Slower bus speeds and therefore longer journey times have led to a decline in ridership. This must be reversed.

London TravelWatch is concerned that not enough is being done to address congestion and deliver bus priority on the streets used by London's bus services. Indeed some bus priority continues to be lost to cycle, town centre and other schemes.

Where such losses occur there should be complementary improvement to bus priority elsewhere along the routes affected. TfL have established a bus priority team and budget to deliver additional bus priority on both their and borough controlled roads which is welcome providing it delivers real improvement.

The number of bus complaints decreased this quarter compared to the same quarter a year ago (Q1 2018-19). There seems to be a rising trend.

London Underground

There is no data available for Q1

Docklands Light Railway (DLR)

DLR performance is up on the previous quarter (Q4 2018-19), and the same quarter in the previous year (Q1 2018-19).

The customer satisfaction score is one point below target.

The customer complaints rate was lower this quarter compared to the same period a year ago (Q1 2018-19).

Tramlink

Tramlink performance was above target.

Customer satisfaction is above target.

Complaints were lower than quarter Q1 2018-19.

London Overground

London Overground achieved some of its targets.

London Overground performs well compared to most TOCs, achieving the fifth highest Q4 RTA score. This score is reduction when compared to Q1 2018-19. There has been an improvement in London Overground's CaSL performance when compared to the previous quarter (Q4 2018-19), but a decline when compared to the same period a year ago (Q1 2019-20).

The National Rail Passenger Survey results are from the spring 2019 wave of surveys. Passenger satisfaction has increased since the last spring survey. The percentage of passengers satisfied was 83% compared with 79% in spring 2018.

London Overground receives one of the lowest rates of complaints when compared to other L&SE train operators.

TfL Rail

TfL Rail achieved its targets. TfL's customer satisfaction was above target. Though not really comparable because TfL rail now includes the former Heathrow Connect

services. The National Rail Passenger Survey showed passenger satisfaction had increased significantly in spring 2019 (89%), compared to spring 2018 (69%).

The TOC performed very well compared to other L&SE TOCs Public Performance Measure (PPM) figures.

RTA was higher than previous quarter (Q4 2018-19), and the same period a year ago (Q1 2018-19).

TfL Rail had a very good CaSL figures this quarter compared to the previous quarter, and most L&SE train operators and was in the top four.

Dial-a-Ride

London TravelWatch's overall performance assessment of Dial-a-Ride is as follows.

Customer satisfaction overall is on target.

Dial-a-Ride members are usually very satisfied with driver helpfulness/courtesy. The main source of complaint this quarter is ease of getting through on the telephone and the booking process, which has resulted in a very high complaints rate.

Cycle hire

Customer satisfaction measure is reported bi-annually. The latest customer satisfaction score (80), is the same since the previous wave (wave 12), just below the peak score of 81 (in wave 9). The different elements of the survey suggest increasing satisfaction with the use of members' keys and with the service from the contact centre.

The value for money score increased to 77, the highest level since the pricing changes in January 2013.

Complaints decreased compared to the same period a year ago.

1 Travel in London

TfL's annual '*Travel in London*' report records the way Londoners travelled in 2017. This report was published in December 2018¹.

There were 26.8 million daily trips in, to, and from, Greater London, a reduction of 1.1% over the previous year. This is detailed in Table 1.

Table 1: How Londoners travel (millions of daily trips and percentage of all trips), 2016

Mode	No. of trips (millions) 2018	No. of trips (millions) 2017	Percentage change	Percentage of total 2018
Rail	3.0	2.9	1.2	11.1
Underground-DLR	2.8	2.8	0.5	10.4
Bus-Tram	3.7	3.8	-1.0	13.7
Taxi-PHV	0.4	0.4	-6.8	1.4
Car (driver & passenger)	9.7	9.5	0.5	34.9
Motorcycle	0.2	0.2	-0.9	0.7
Cycle	0.7	0.6	4.0	2.6
Walk	6.6	6.7	0.9	24.9
All modes	26.8	26.9	-0.1	

¹ [Travel in London, Report 12, Table 2.1](#)
www.londontravelwatch.org.uk

2 London Streets

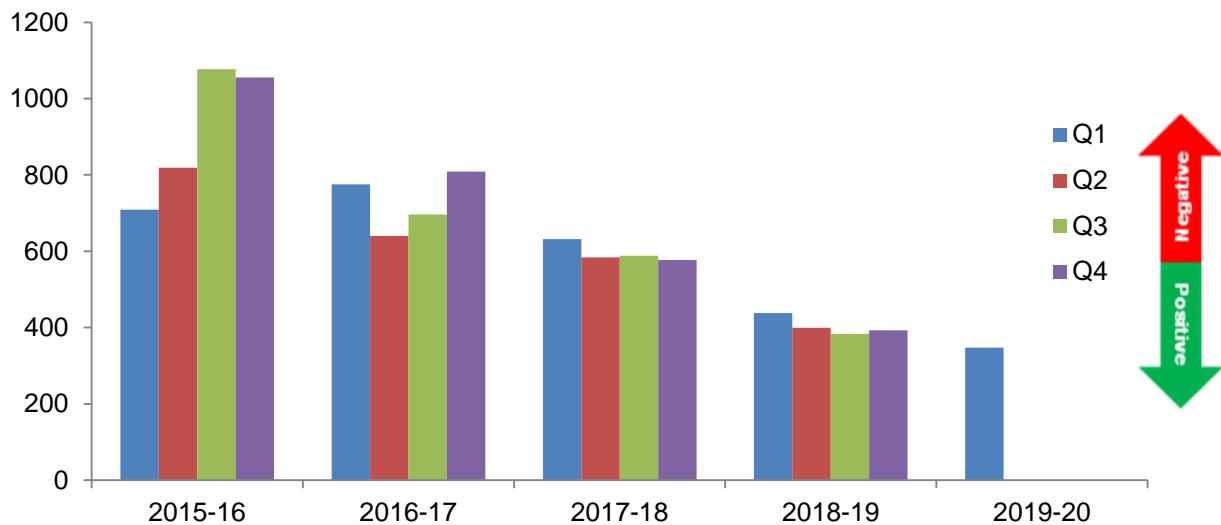
This section of the TfL Performance Report focuses on the performance of the Transport for London road network (TLRN) also known as the Red Routes, which are the major arterial roads operated by TfL.

For a number of years TfL has reported a measure of congestion on London's streets across various road corridors and geographical segments. This was called Journey Time Reliability (JTR). This was a response to the former Mayor's drive to 'keep the traffic moving' and gave an estimate of the reliability of the road network for a nominal 30 minute journey. It was also a response to the crude measure of congestion, traffic speed.

Although JTR was a difficult statistic to understand it did go some way to measure what is a very important aspect of one's journey and choice of mode. It is therefore to be regretted that this measure is no longer reported without replacement.

Serious and severe disruption on the TLRN fell in Q1 2019-20 and is now 20% lower than in Q1 2018-19 and less than half that in Q1 2016-17.

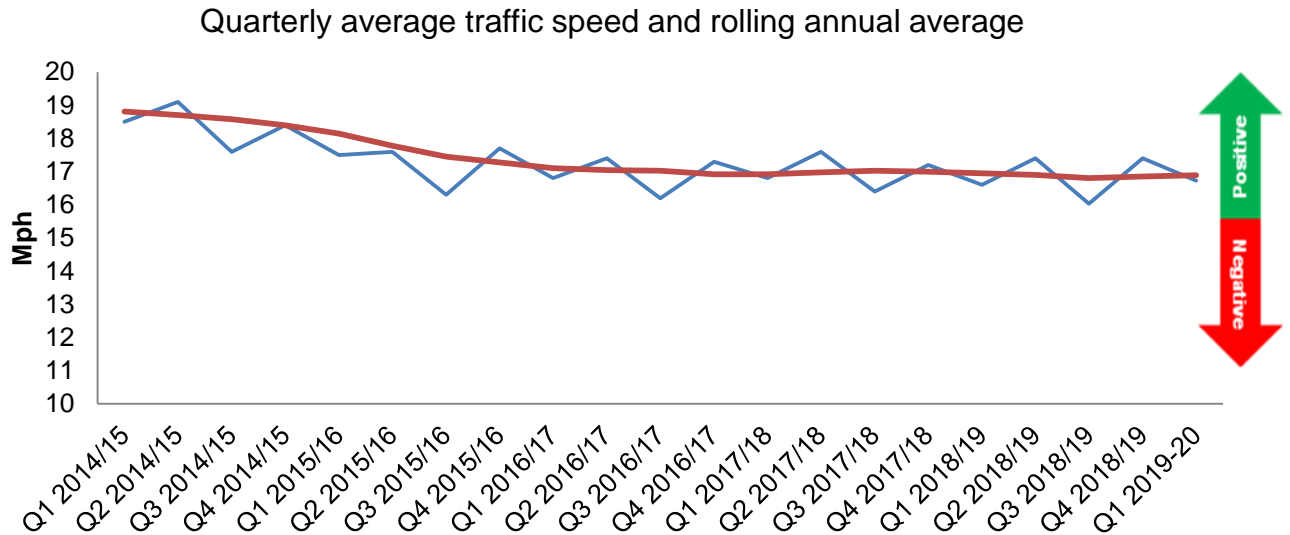
Graph 1 - Duration of TLRN serious & severe unplanned and planned events (hrs) by financial quarters, Q1 2015-16 to Q1 2019-20



[Please note the figure for quarter 1 2018-19 has been 'corrected' by TfL and is lower than previously reported]

The average weekday traffic speed increased on London's major roads in quarter 1 compared with the same quarter in 2018-19.

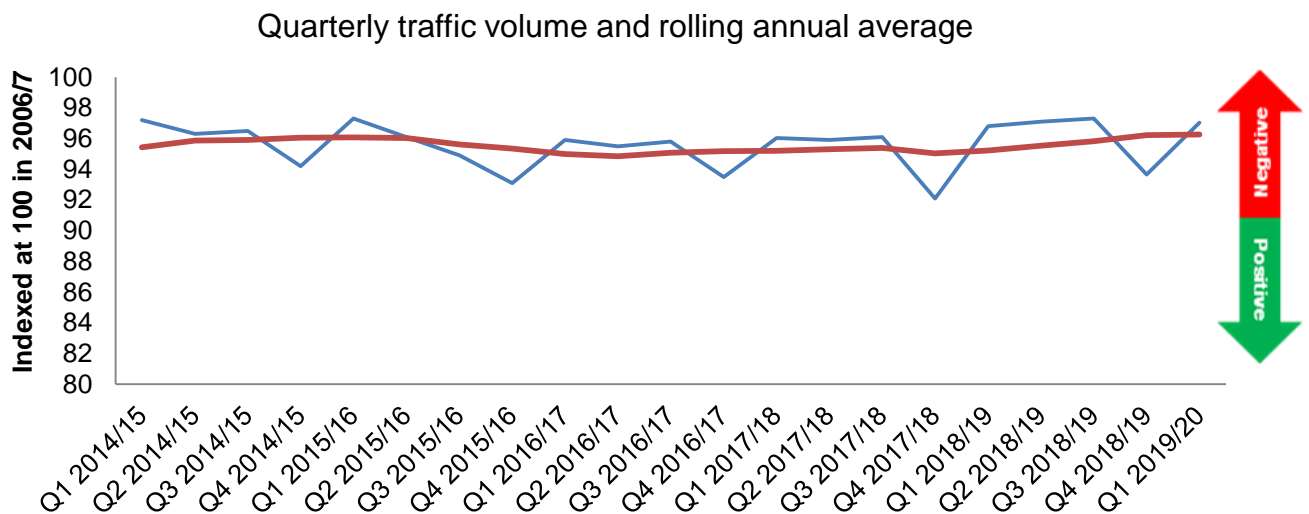
Graph 2 - Traffic speeds (mph) on London's major roads 12 hrs average weekday between 0700-1900 by financial quarters, Q1 2014-15 to Q1 2019-20



Traffic volumes across London had been generally falling over a number of years, up to 2011/12. This trend appears to have slowed and volumes may again be climbing.

[Please note the figure for quarter 1 2018-19 has been 'corrected' by TfL and is higher than previously reported]

Graph 3 - Traffic volume on London's major roads 24hrs average weekday by financial quarter, indexed period 13 2006-07 = 100



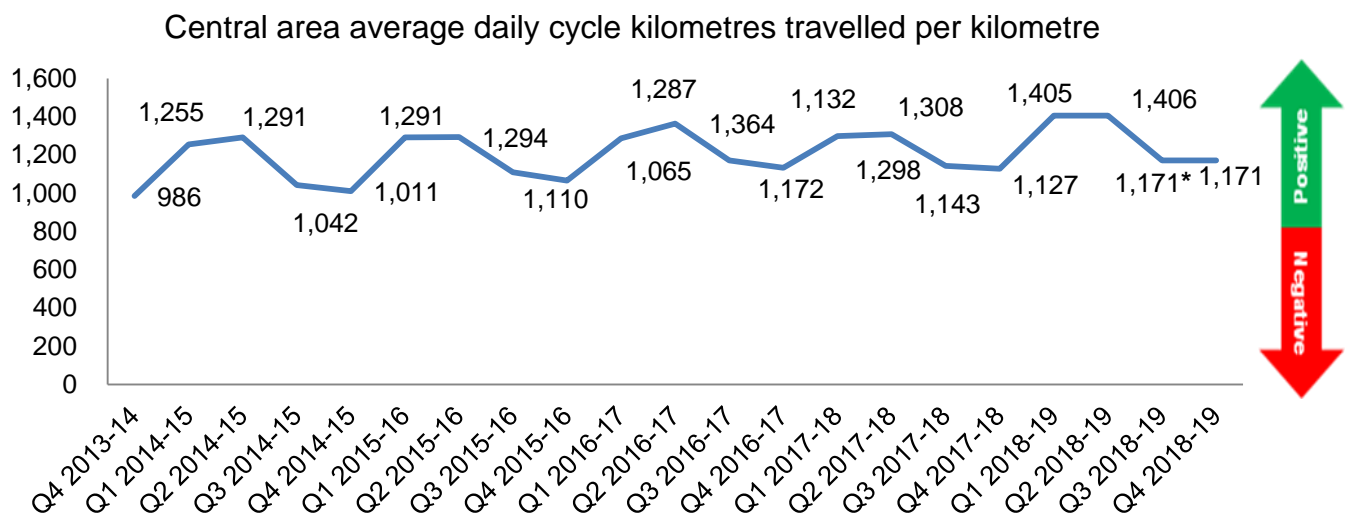
TfL is now reporting a cycling metric which is a representative measure of total kilometres cycled each day in **central London**. The previous TLRN index measure, covering the whole of London, was replaced because patterns of cycling have changed substantially following the provision of new facilities, which the counters on the TLRN do not adequately capture. This statistic is reported a quarter in arrears. This financial quarter (Q4 2018-19) has seen an increase of 3.9% over the same quarter last year. $[(1171-1127)/1127]*100 = 3.9\%$.

This is a measure of cycling volume (distance cycled) and so any changes in volume do not necessarily imply an increase in cyclist numbers. TfL suggest the rise in distanced cycled is driven by population growth and existing cyclists cycling more.

[Please note this metric has been incorrectly reported by TfL. The growth was being reported in comparison to the 2014 base year, but described as year on year growth.]

Graph 4 – Cycling levels in central London

Central area average daily cycle kilometres travelled per kilometre of road

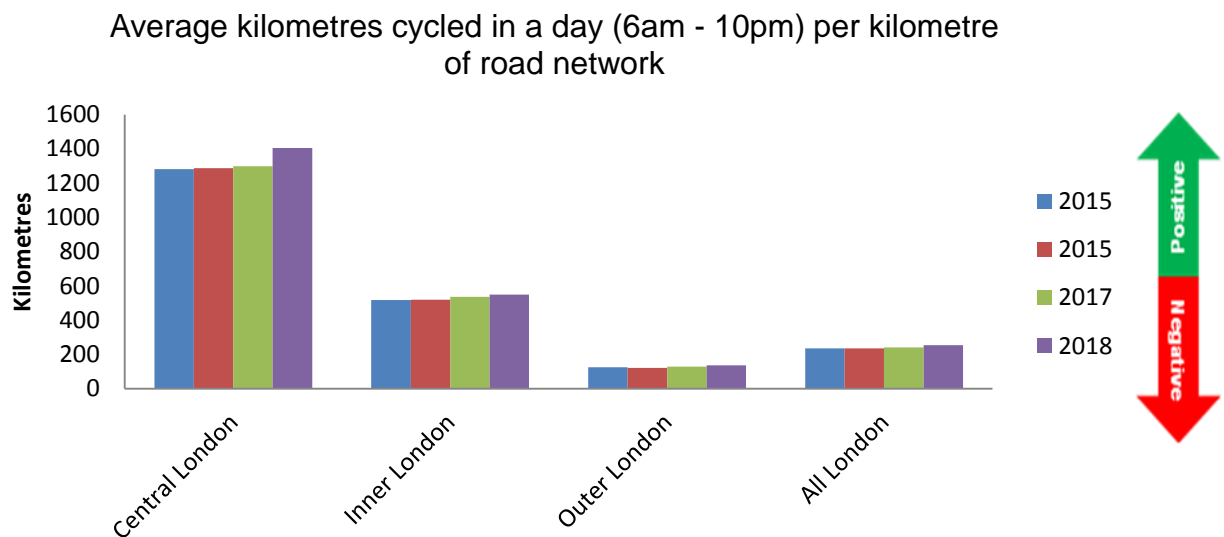


* Q3 2018-19: We have a question mark about the 1,171 figure

Recently TfL have published a further annual statistic of cycle volume across central, inner and outer London. The graph below shows clearly that although central London is the smallest geographical area there is a much greater distance cycled per kilometre of road.

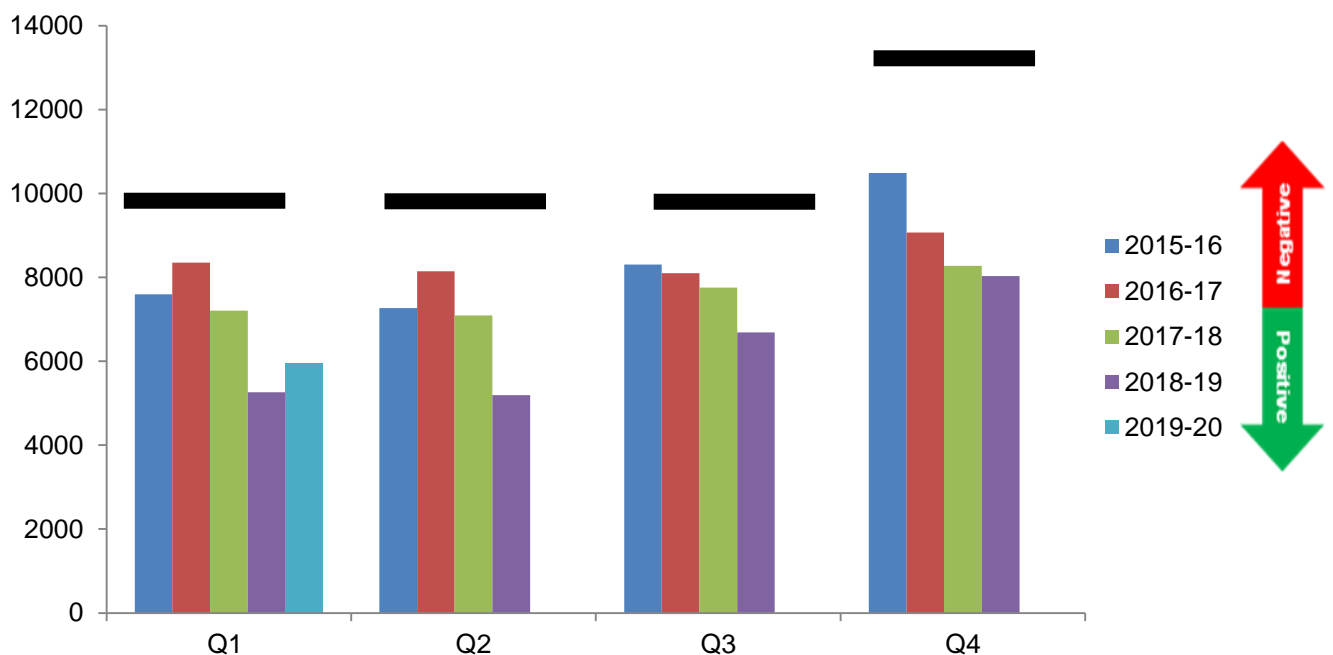
Graph 5 – Cycling levels across London (typical spring day)

Central area average daily cycle kilometres travelled per kilometre of road



Graph 6 shows the number of road works on the TLRN since Q1 1 2014-15. This shows that road works are higher in Q1 2019-20 when compared to Q1 2018-19. The number of road works have been contained below TfL’s target maximum

Graph 6 – Volume of road works on the TLRN, Q1 2015-16 to Q1 2019-20)

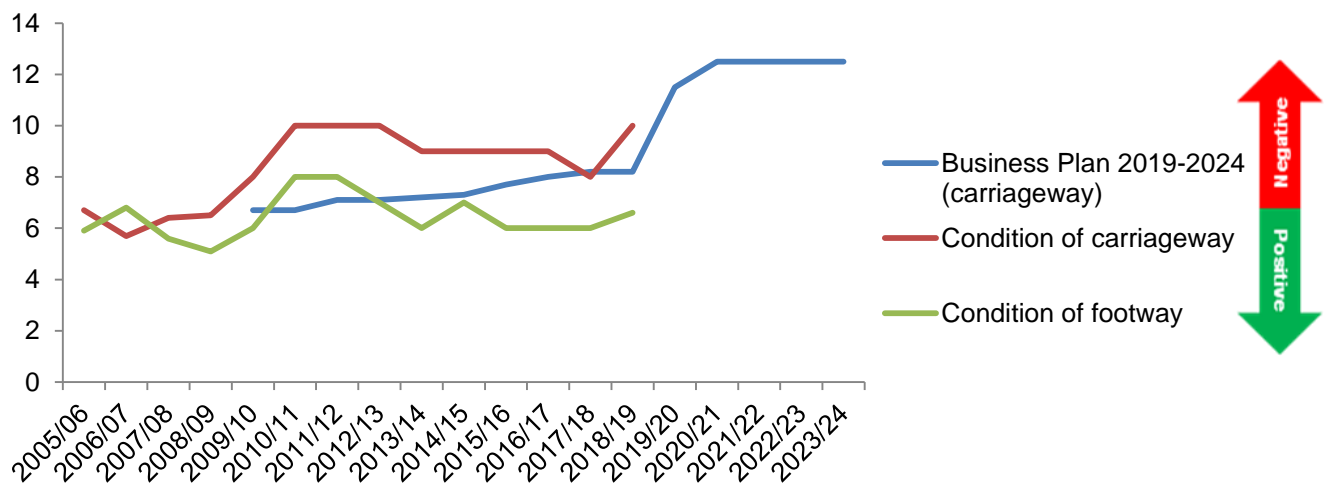


The percentage of roads not in a 'good state of repair' is a measure of the maintenance condition. This is above (worse than) target for 2018/19, but we understand that it is forecast to worsen this year. London TravelWatch would oppose any further relaxation. The condition of the pavement has stayed at the same level.

TfL had no budget for any major road renewals and as such a significant deterioration in roads maintenance was expected over the next few years. However, the most recent business plan now includes a budget for major road surface renewals. Pothole filling and safety related repairs will still be undertaken.

[Note: the green and red lines show the percentage of carriageway and pavement that is assessed as in need of repair. The blue line shows business plan projections.] This is an annual survey reported at the end of the financial year.

Graph 7 – Condition of the TLRN carriageway and pavements since 2005-06 (percentage of carriageway-pavement in need of repair)



Since 2010, TfL have been conducting an annual online customer satisfaction survey amongst users of the TLRN, with the fieldwork conducted mid October to mid November, now classed as quarter 4 by TfL. Since 2014, the survey has been carried out quarterly. Below is a selection of the results. This survey will now be reported as an annual survey in Q3.

We are concerned about the performance of London Streets and the increase in traffic congestion, which has resulted in a reduction in customer satisfaction scores.

Table 2 – Customer satisfaction – traffic scores

Indicator	Q3 2011	Q3 2012	Q3 2013	Q1 2014	Q2 2014	Q3 2014	Q4 2014	Q1 2015	Q2 2015	Q3 2015	Q4 2015	Q1 2016	Q2 2016	Q3 2016	Q1 2017	Q3 2017	Q3 2018
Overall satisfaction	75	76	75	75	75	74	74	70	70	69	70	70	71	70	72	70	71
Working condition of traffic lights	77	78	77	79	79	79	78	77	78						76	72	73
Could accurately estimate how long journey would take	73	75	73	74	74	74	74	67	67	66	68	66	70		66	67	69

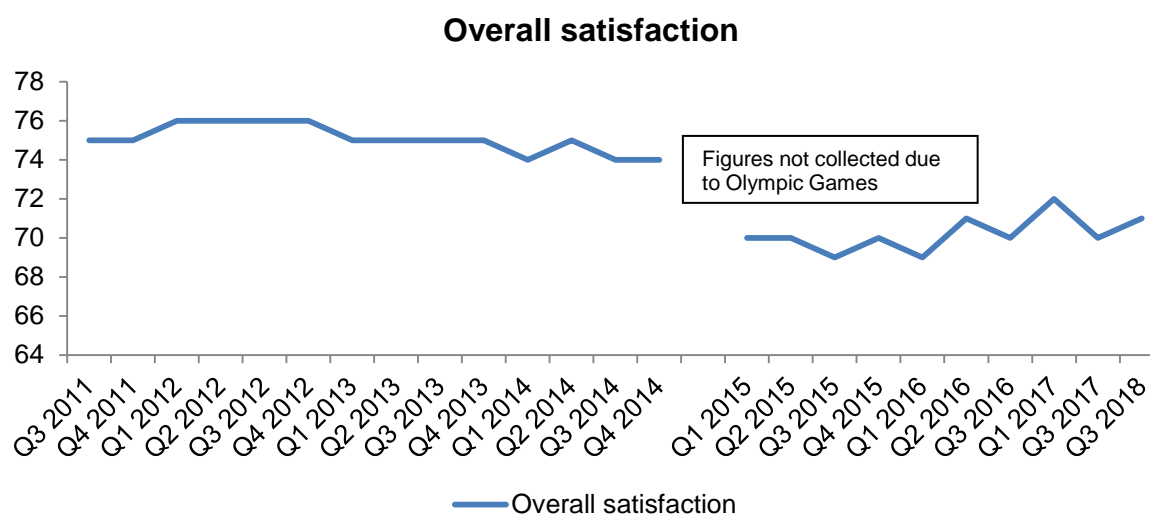
Indicator	Q3 2011	Q3 2012	Q3 2013	Q1 2014	Q2 2014	Q3 2014	Q4 2014	Q1 2015	Q2 2015	Q3 2015	Q4 2015	Q1 2016	Q2 2016	Q1 2017	Q3 2017	Q3 2018
Up to the minute info about delays and disruption	72	74	72	73	73	73	73	65	67	69	67	69	71	67	66	69
Management of road works	70	73	71	72	73	72	72	64	64	62	65	62	67	64	64	67
Traffic congestion	67	69	67	68	69	67	68	61	63	63	63	62	65	61	59	63

Table 3 – Customer satisfaction – roads scores

Indicator	Q3 2011	Q3 2012	Q3 2013	Q1 2014	Q2 2014	Q3 2014	Q4 2014	Q1 2015	Q2 2015	Q3 2015	Q4 2015	Q1 2016	Q2 2016	Q1 2017	Q3 2017	Q3 2018
Street lighting	77	77	76	78	78	77	77	76	76					73	70	71
Condition of road surfaces	70	73	71	69	70	72	72	61	63	62	62	63	65	72	66	67

Graph 8 shows the overall customer satisfaction scores for the TLRN since Q3 2010.

Graph 8 – Overall satisfaction since Q3 2010 to Q3 2018*



* There is a break (also reduction in the overall satisfaction data) from quarter 1 2015, due to a change in way in which TfL undertakes its reporting. The format in questioning users was changed to avoid open-ended questions.

Road safety statistics

The annual road safety statistics for London’s roads are best displayed graphically because this shows the trend rather than figures for a single year. The trend is the important data to consider, as there can be great variation in casualty figures from one year to the next, particularly fatalities. The most widely used and useful statistic is of the combined number of killed and serious injuries per year.

In 2018 there was a statistically significant increase in serious injuries. Within this there was a statistically significant rise in serious cyclist and car injuries. This should be investigated.

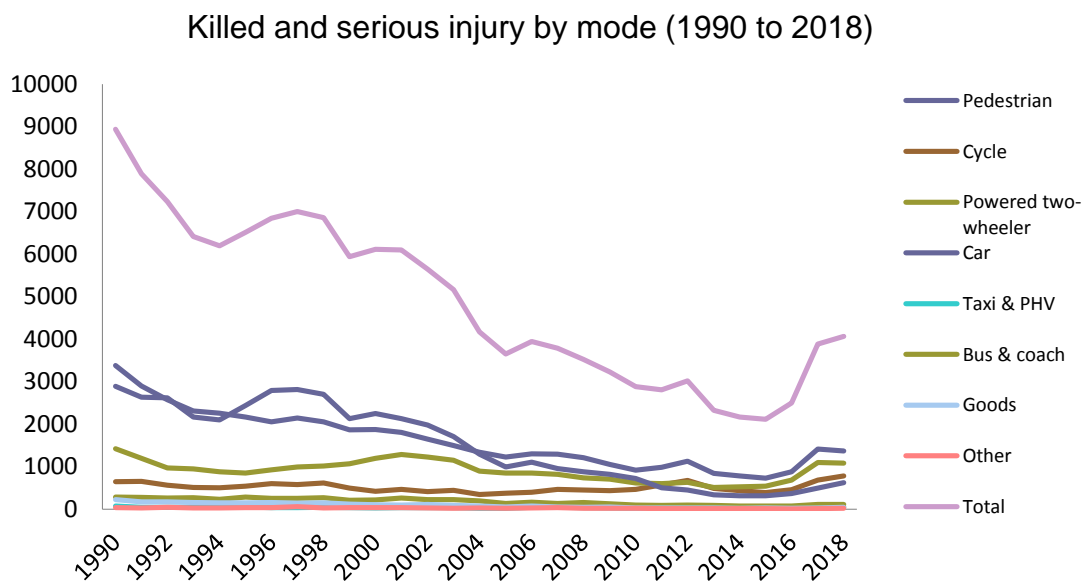
These are absolute numbers of casualties. A better statistic would be one for casualties per mile travelled. TfL have done some work to investigate rates of casualties, but this is at an early stage. This work clearly demonstrates that motorcyclists are the most vulnerable per mile travelled by a long way followed by cyclists and then pedestrians.

Bus and coach figures are for bus and coach occupants and include all bus, and coach collisions where injury occurs in Greater London. It is not possible for us to separate out these figures to highlight TfL bus services.

The population is rising and therefore there is more exposure generally. The number of trips by cycle and distance travelled has been growing. Cycling is the second most vulnerable mode per mile travelled. Thus, while the trend in the number of cycle casualties is between level and slightly decreasing, the casualty rate per mile cycled has been generally declining (improving trend).

Statistics, from 2016 onwards, are not comparable to the previous years. This is because the Metropolitan Police Service (MPS) has changed the way it allocates casualties to severity. The affect of this is to increase the severe injury level and reduce the slights. Additionally the MPS now has an online self reporting facility. This has led to a significant rise in casualty numbers, particularly slight injuries. The DfT believes this accounts for a 20% increase in the number of slight casualties.

Graph 9 Number of collisions in London resulting in killed and serious injuries, by mode, over the last 25 years



Latest road safety statistics

TfL have recently started to publish provisional fatality figures. These are reported below together with DfT provisional figures

Table 4a – Latest provisional fatalities on London’s roads, 2019

Calendar quarter	Provisional fatalities on London's roads							
	Pedestrian	Cycle	Motorcycle	Car	Bus/coach	HGV	Other	Total
Q1 2019*	18	2	4	6	0	0	0	30
Q2 2019*	18	0	9	1	1	0	0	29
Q3 2019**	21	3	9	6	1	1	1	42
Q4 2019								

*The DfT has published provisional killed and serious injury figures for the first 2 quarters of 2019.

** TfL has published provisional fatalities on its website

Table 4b- Latest provisional killed and serious injuries on London's roads. 12 months to June 2019

	2005-2009 average# A	Jul-17 to Jun-18 B	Jul-18 to Jun-19 (P) C	Percentage change over 2005-2009 average (C-A)/A %	Percentage change over previous 12 months (C-B)/B %
Pedestrians	2,021	1,389	1,346	-33%	-3%
Pedal cyclists	737	698	776	5%	11%
Motorcycle users	1,397	1,053	1,127	-19%	7%
Car users	1,773	562	607	-66%	8%
Taxi & Private hire users	55	58	36	-34%	-38%
Bus or Coach users	277	100	108	-61%	8%
Goods Vehicle users	97	35	42	-57%	20%
Other Vehicle users	46	11	22	-52%	100%

These figures have been adjusted to take account of methodology changes

Managing pavement obstructions - performance of boroughs

It is a criminal offence to wilfully obstruct the pavement without lawful excuse or authority. TfL and the London boroughs have a duty, and the powers they need, to keep their pavements clear. The issue is now recognised in the Mayor's new Transport Strategy which is welcomed.

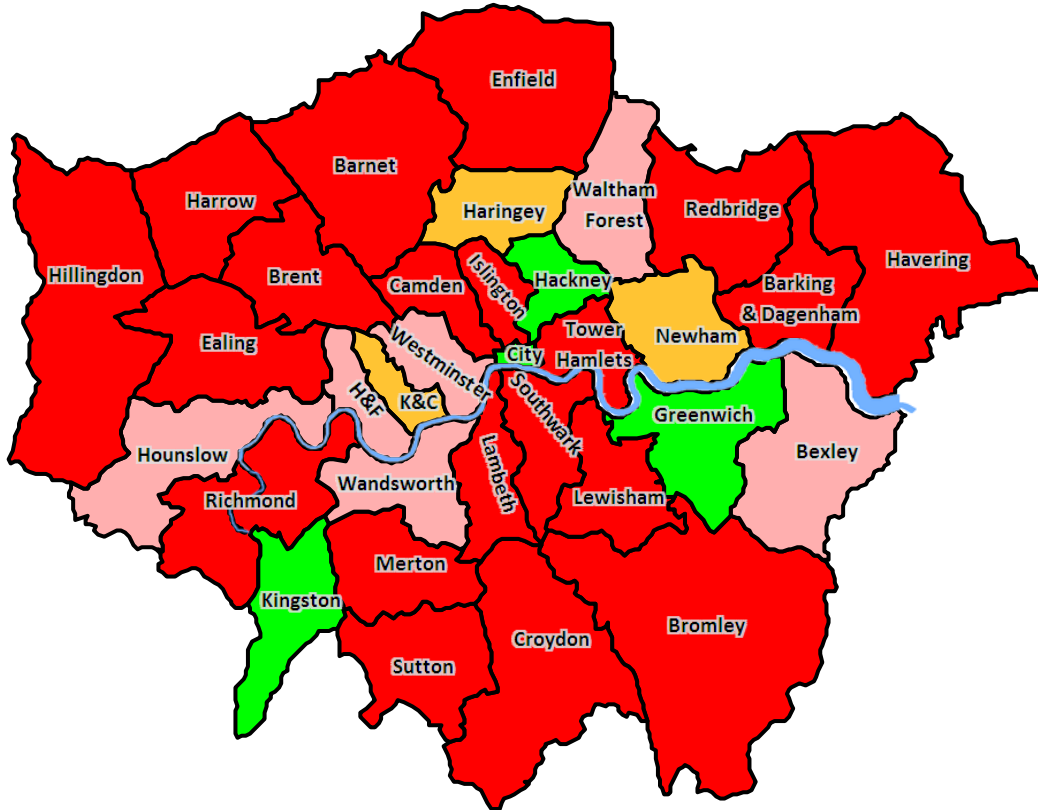
There are a small handful of boroughs which properly enforce against pavement obstructions. Most do not. Below is a map of the London boroughs, colour coded to show the situation on each borough's streets with respect to pavement obstructions (mostly free standing advertising boards). The colour was determined by an assessment of three significant town and district centres in each borough.

TfL are targeting a number of the streets they control. TfL would get a 'yellow' score. Additionally TfL are to be commended for encouraging the London boroughs to enforce against obstructions on their streets. Though this has not yet been successful.

We are delighted that the City of London is now proposing to clear its public highways of obstructions, particularly advertising boards. This is the result of a number of years of engagement by London TravelWatch with the authority.

Redbridge is proposing a licensing system for advertising boards on its pavements, though advertising boards are not licensable on the public highway.

Figure 1: The performance of the London boroughs in keeping their pavements clear of illegal obstructions



Green	streets are clear of pavement obstructions;
Yellow	some streets are clear of pavement obstructions (targeting is undertaken);
Pink	streets have pavement obstructions, but they are located next to buildings in response to limited enforcement.
Red	streets have many pavement obstructions on them.

Table 5 shows a summary of all of the 2018-19 TfL business plan targets for streets except road safety.

Table 5 – Q1 2019-20 London Streets TfL business plan key performance indicators (KPI)

KPI	Q1 Target 2019-20	Current performance level
TfL's new metric measuring the volume of cycling across central London	A 45% increase over the 5yr. Business Plan period	Q3 financial quarter figure is 1,171 (up 2.4% on the same period last year.)
% of road assets not in good repair (annual figure for 2009-2010)	9%*	8%
Traffic signal availability	Data not available	Data not available

*Target reduced to reflect deterioration in road condition and an acceptance that the previous target is unachievable.

London TravelWatch's overall performance assessment of TfL Streets is as follows.

TfL are managing their network better in terms of interventions to manage planned and unplanned events, computer controlled signals and works to improve the through-flow of junctions etc.

There is now no measure of congestion being reported by TfL which is disappointing as this is a key issue for the users of London's streets, and particularly its bus services.

The closest proxy for congestion is traffic speed. This has increased compared to the same period in the previous year. Traffic volume has risen this quarter compared to the same period in the previous year.

TfL's carriageway condition target is met. But London TravelWatch wants to see improvements in this area because this affects the journey experience of all the users. It is also of concern that for two years there has been no budget for major renewals.

Because of the volatility of road safety statistics from year to year the trend is the most important statistic. The trend in killed and serious injury has been downwards over the long term. However, in 2018 there was a statistically significant increase in serious injuries. Within this there was a statistically significant rise in serious cyclist and car injuries. This should be investigated.

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3 London Buses

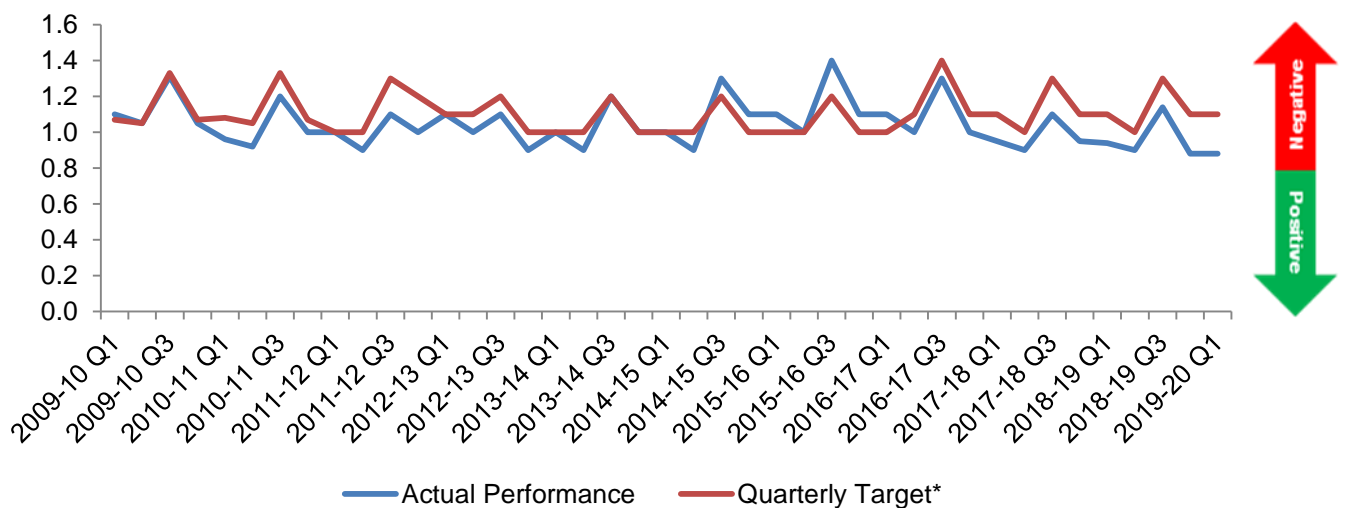
This section of the report outlines the performance of the London bus network in the first quarter of 2019-20.

Overall bus network performance

For the overall bus network, the most significant measures of bus performance that reflect passengers' experience, are Excess Wait Time (EWT), the percentage of scheduled kilometres operated and the average speed of the bus. Between them, they indicate journey time and journey time reliability and whether or not planned frequencies and capacity is being maintained.

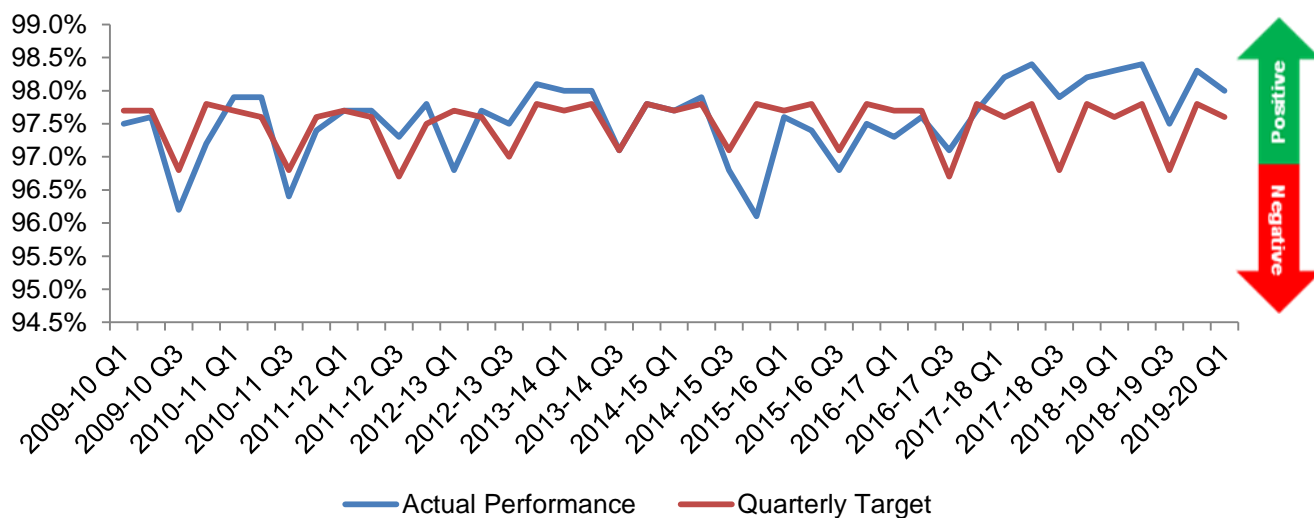
EWT is the measure that indicates the additional minutes wait time for passengers beyond the scheduled value on high frequency bus routes. EWT was 0.88, which was better than the figure obtained in Q1 2018-19, and the same as the previous quarter, Q4 2018-19.

Graph 10 – Q1 2009-10 – Q1 2019-20, Excess Wait Time (minutes) on high frequency bus routes



Graph 11 represents the historical trend of the percentage of scheduled bus kilometres operated. Again, the graph shows seasonal targets.

Graph 11 – Q1 2009-10 – Q1 2019-20, Percentage of scheduled bus kilometres operated



Bus speeds

TfL are now reporting bus speeds for every bus route in London. This is derived from I-bus data. As one would expect it is those services that pass through busy areas that are the slowest. The graph below shows an average for all of London’s bus routes, 24/7.

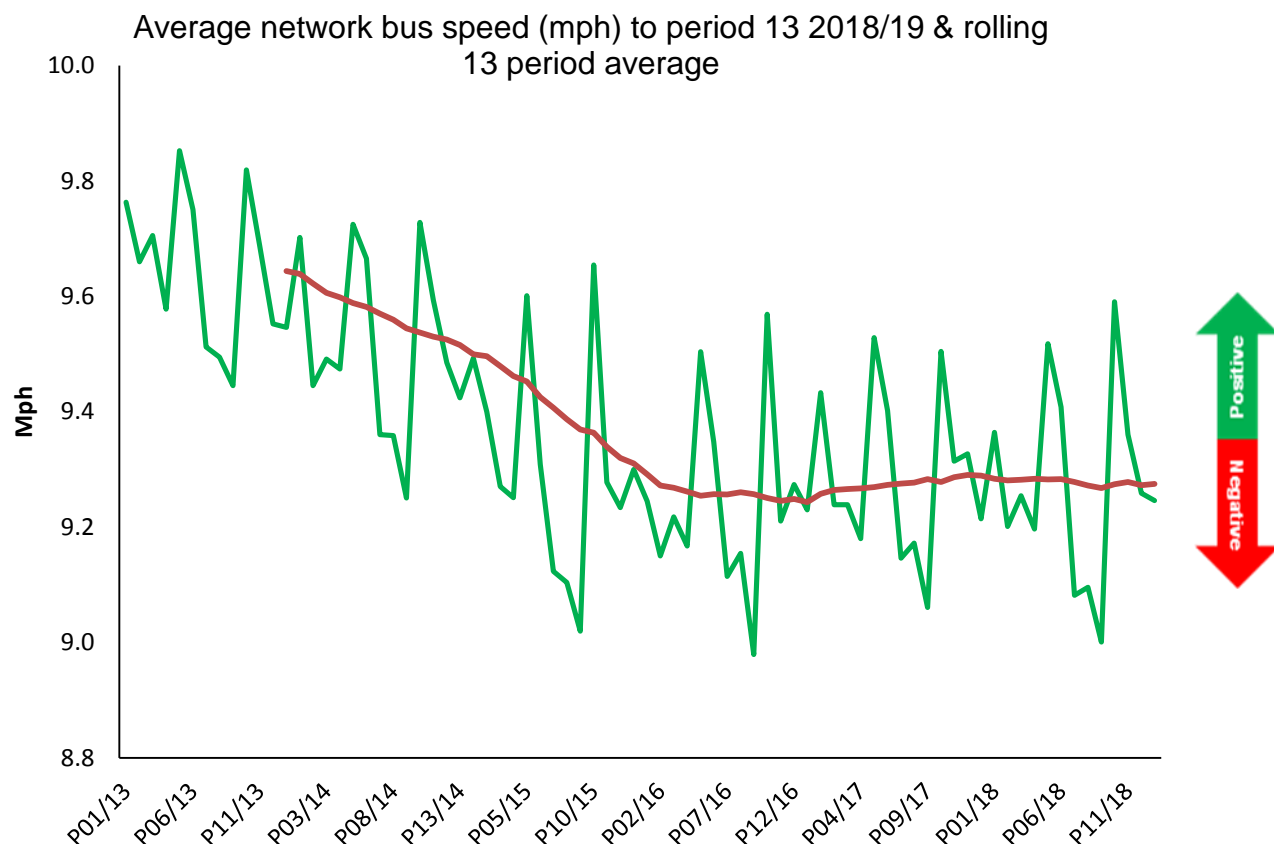
These figures include time spent stationary (for example at traffic lights and at bus stops). Bus speeds are also available for the entire network, by borough, and by route. Speeds are measured in miles per hour.

TfL have associated the decline in bus speeds over the last few years with the drop in ridership. And although the decline appears to have been arrested there is much to be done to get this average speed back up to where it was in 2013 (and previously when it was higher still) and to win back passengers to the network.

TfL’s business plan is forecasting even slower bus speeds. This is to be regretted. Without a substantial increase in bus ridership the Mayor’s targets for modal switch are unlikely to be met. Other public transport networks will also be more crowded than they otherwise would be. Travel will be more expensive where passengers turn to rail or Underground looking for better performance.

TfL had a new ‘scorecard’ system. The target for bus speeds in this scorecard was 9.2. Effectively they had chosen the level at which bus speeds have stabilised at after a period of steep decline. This is unacceptably low target for London TravelWatch. We want bus speeds and therefore bus journey times to improve and to thus win back passengers to the bus network. We want average bus speeds, at the very least to return to the levels they were pre-2014, i.e. 9.6mph with a stretch target of 10mph, the speeds of only a few years ago.

Graph 12 – Period 1, 2013/14 to Period 13 2018/19, ‘All London’ average bus speeds by financial period



Focus on poorly performing routes

As well as the EWT figure for all of London’s high frequency bus services, TfL publishes figures for each route along with the minimum standard agreed with the operator as part of the contract.

Of London’s 375 high frequency bus routes in quarter 1 2019-20, 30 were below the contracted minimum standard, 25 operated at the contracted standard and 320 performed better than the contracted standard. This is better than previously reported (Q4 2018-19), and the same period a year ago.

Poor performance on the bus network is often because of prolonged road works that are usually outside of the control of TfL. When poor performance occurs, TfL actively tries to reduce the impact on passengers.

London TravelWatch has analysed the worst performing 20 bus services in this quarter, to see if any are consistently performing poorly routes. The 20 routes are 46, 72, 425, 46, 452, E3, 391, 393, 13, H9, 291, 274, H10, 212, W15, 262, 473, W16, 24 and 42. They all perform worse than their contracted performance in terms of reliability.

Of these bus routes, services 13 and 46 were of particular concern to London TravelWatch as they have had persistent poor performance. London TravelWatch will continue to monitor these routes.

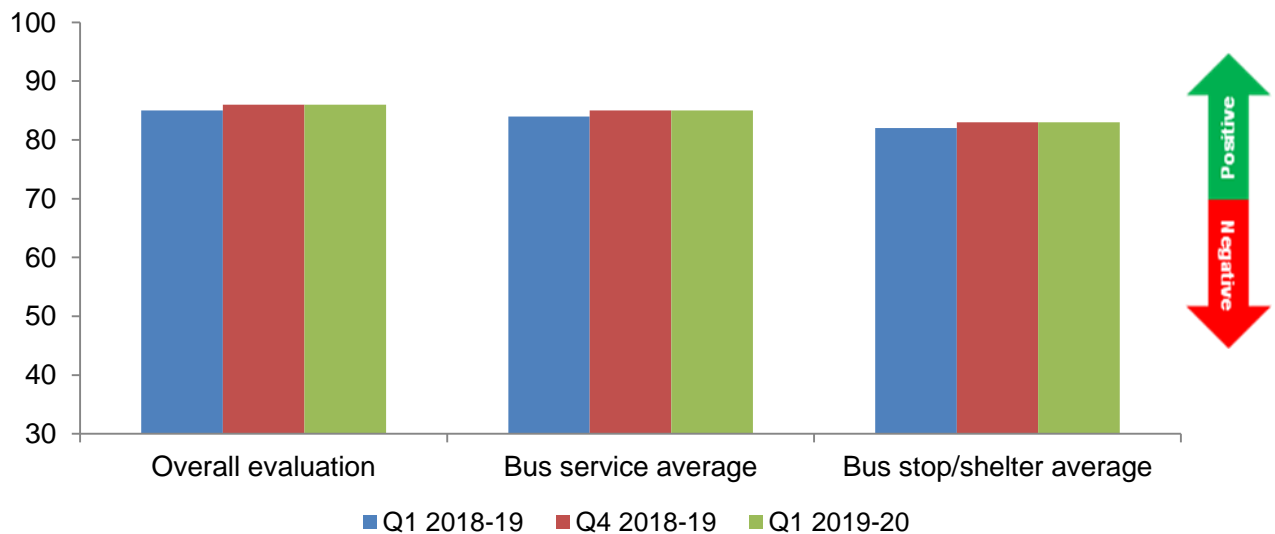
Bus stop accessibility

Following much campaigning by London TravelWatch a target of 95% of stops being accessible was set along with a substantial budget. TfL have stopped reporting figures for this target as they have now reached it. However, this does not allow us to monitor the poorly performing boroughs. We have requested an annual audit of those boroughs, notably Bromley, that was well below the 95% target when last audited.

Customer Satisfaction

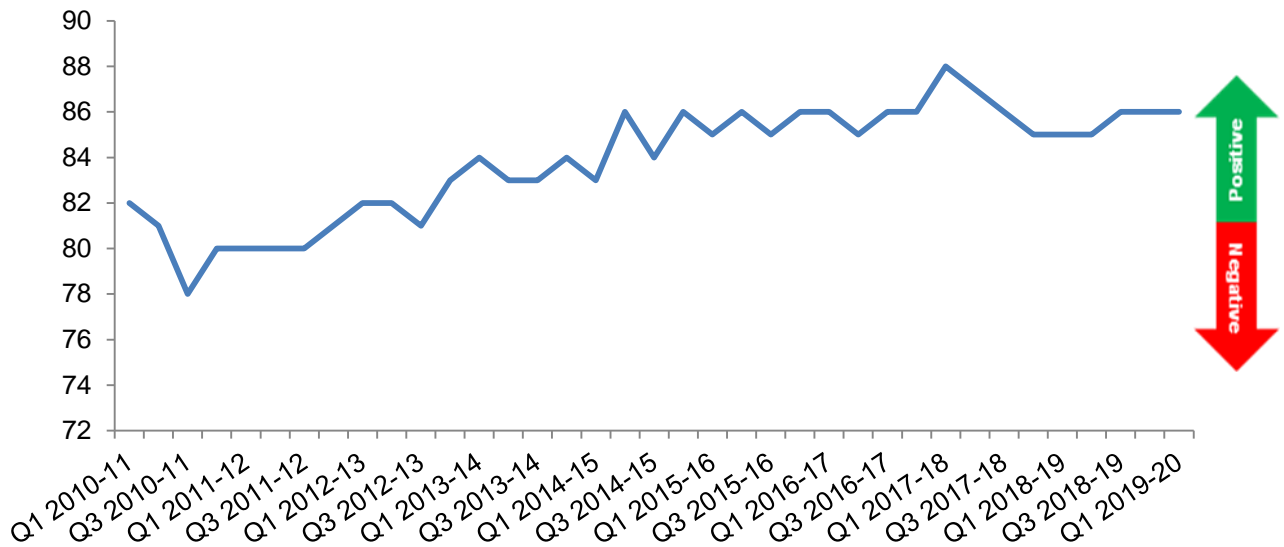
Customer satisfaction figures for the last two quarters, along with the comparison from one year ago, are shown in Graph 13. The customer satisfaction score is the same as previous quarter (Q4 2018-19), but higher than Q1 2018-19. As of 2016-17, TfL stopped reporting bus station evaluation.

Graph 13 –Q1 2018-19, Q4 2018-19 and Q1 2019-20 bus customer satisfaction scores



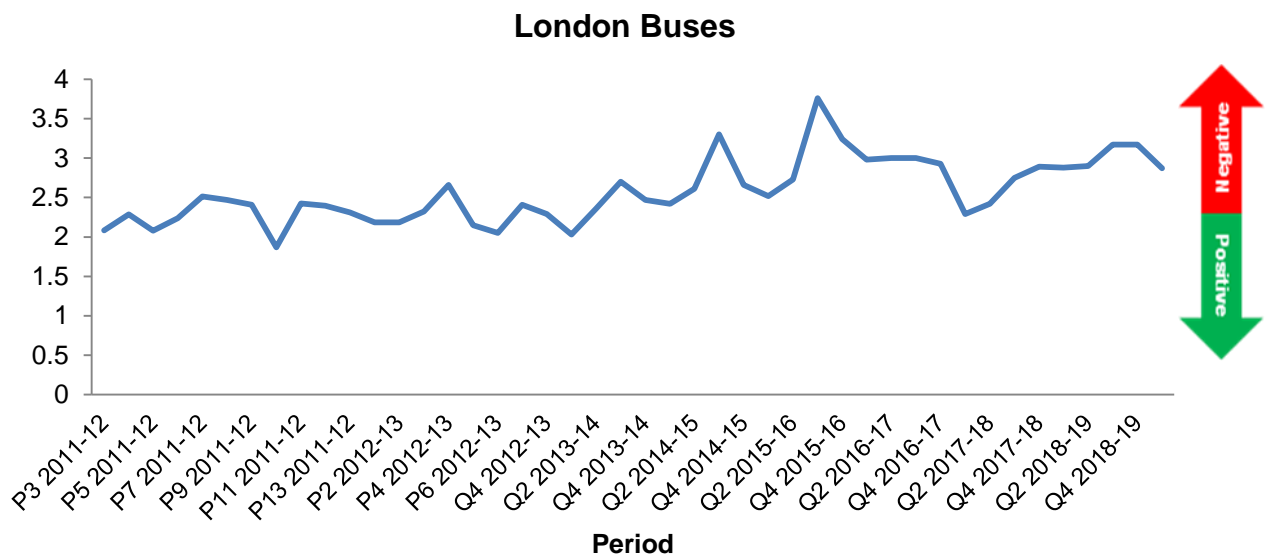
Graph 14 shows the overall customer satisfaction scores since Q1 2010-11.

Graph 14 – Overall satisfaction since Q1 2010-11 to Q1 2019-20



Complaints to London Buses were lower than in the corresponding quarter a year ago (Q1 2018-19). London Buses received 2.87 complaints per 100,000 journeys. The trend for bus complaints had been rising steadily.

Graph 15 – Customer complaints received by TfL for every 100,000 journeys



Bus safety statistics

Bus companies that are contracted to TfL, report bus safety incidents to TfL. These have been reported every quarter since January 2014. They include all incidents that result in an injury, whether on the bus as a passenger or driver or a third party on the street as a pedestrian, rider, driver or passenger. The reporting has changed over time. Initially only those incidents that resulted in an injury treated at hospital were reported. Now, all incidents are reported in these statistics.

Table 6 is a summary of the incidents that resulted in hospital treatment of either a serious injury or where the severity of injury is unknown. During this period there was one fatality, and 272 incidents where the casualty was taken for hospital treatment with either a serious injury or the severity is unknown. These 272 incidents are tabulated below.

An output from the research we have recently commissioned looking at bus occupant safety will be a wish to see further improvement and consistency in reporting incidents.

Table 6: The number of incidents on TfL’s contracted bus services during Quarter 4 2018-19 that resulted in hospital treatment with either a serious injury or the severity is unknown

Q4 2018-19	Passengers	Driver or TfL staff	Pedestrian or member of the public	3rd party driver, occupant or rider	Cycle	Total
Activity Incident Event	6		2			8
Assault	5	1	1			7
Collision Incident	21	7	28	18	4	78
Personal Injury	35	2	3			40
Slip Trip Fall	130	3	5			138
Robbery	1					1
Safety critical failure						
Total	198	13	39	18	4	272

Table 7 shows a summary of the 2019-20 TfL Business Plan targets for London Buses.

Table 7 – Q1 2019-20 London Buses business plan key performance indicators (KPI)

KPI	Q1 Target 2019-20	Current performance level
Customer satisfaction – overall	85	86
Excess wait time – high frequency routes	1.1 minute	0.8
% of Scheduled services operated	97.8%	98.0%
<p>London TravelWatch’s overall performance assessment of London Buses is as follows:</p> <p>The customer satisfaction score is the same as previous quarter (Q4 2018-19), but higher than Q1 2018-19.</p> <p>[Note: As of 2016-17, TfL stopped reporting bus stations evaluation.]</p> <p>High frequency bus services have improved reliability, in part due to extended schedules and additional resources. The decline in bus speeds is stable, but there is a long way to go to get back to where speeds were in 2013/14. Slower bus speeds and therefore longer journey times have led to a decline in ridership. This must be reversed.</p> <p>London TravelWatch is concerned that not enough is being done to address congestion and deliver bus priority on the streets used by London’s bus services. Indeed some bus priority continues to be lost to cycle, town centre and other schemes.</p> <p>Where such losses occur there should be complementary improvement to bus priority elsewhere along the routes affected. TfL have established a bus priority team and budget to deliver additional bus priority on both their and borough controlled roads which is welcome providing it delivers real improvement.</p> <p>The number of bus complaints decreased this quarter compared to the same quarter a year ago (Q1 2018-19). There seems to be a rising trend.</p>		

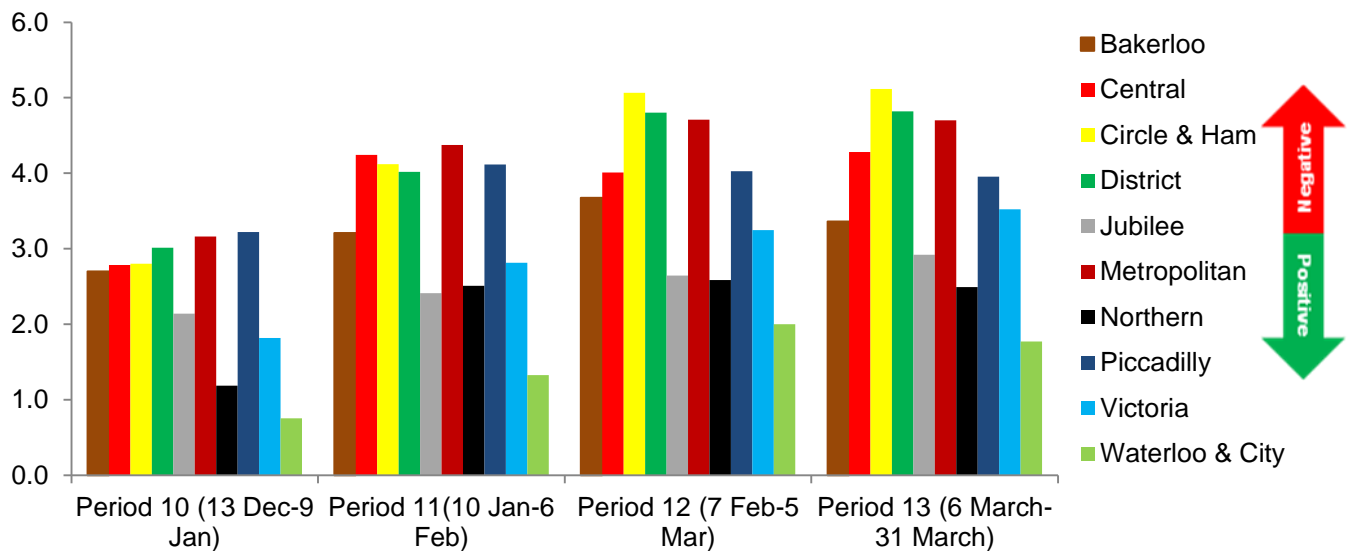
4 London Underground

In this section, the performance of London Underground is presented. [Please note that London Underground data refers to quarter 4 2018/19 and it will be updated when quarter 1 2019/20 figures are available.]

The key indicators focused on are those for which targets are set in the TfL business plan and those, which reflect the experience of London Underground’s passengers. We are now reporting ‘lost customer hours’ (Graph 18), a measure of performance that may be more meaningful for consumers.

Excess Journey Time (EJT) measures the number of additional minutes added to a total journey because of delays. Graph 16 presents the EJT for each line on the Underground network over the last three periods making up (broadly) the quarter.

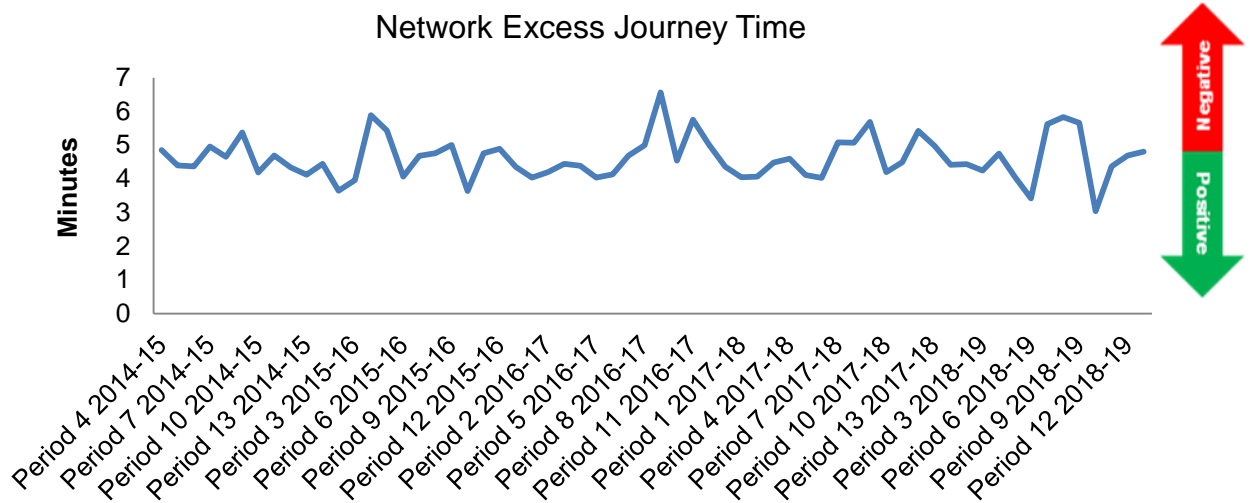
Graph 16 – P10 2018-19 to P13 2018-19, Excess Journey Time by Underground line (minutes)



The network measure, shown in Graph 17, is a better estimate of EJT, as it is weighted by the passenger numbers using the different lines and recognises that 40% of Underground journeys will include two legs and therefore includes two wait times.

London Underground performed better than the network target set in the TfL 2019-24 business plan. It should be noted that this network target was tighter in previous business plans. While there are occasional high profile disruption events on the Underground, performance has been on an improving trend.

Graph 17 – P3 2014-15 to P13 2018-19, Excess Journey Time measure for the network (minutes)

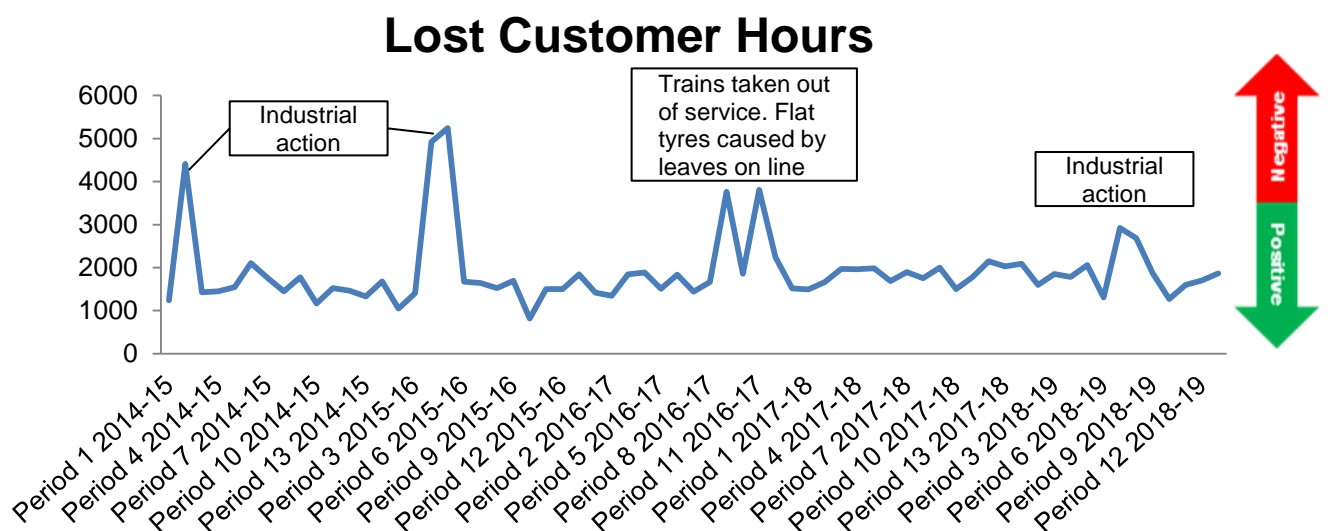


Lost customer hours

Lost customer hours (LCH) is the total extra journey time, measured in hours, experienced by Underground customers as a result of all service disruptions with durations of two minutes or more. For example, an incident at Oxford Circus during a Monday to Friday peak gives rise to a much higher number of LCH than an incident of the same length in Zone 6 on a Sunday morning.

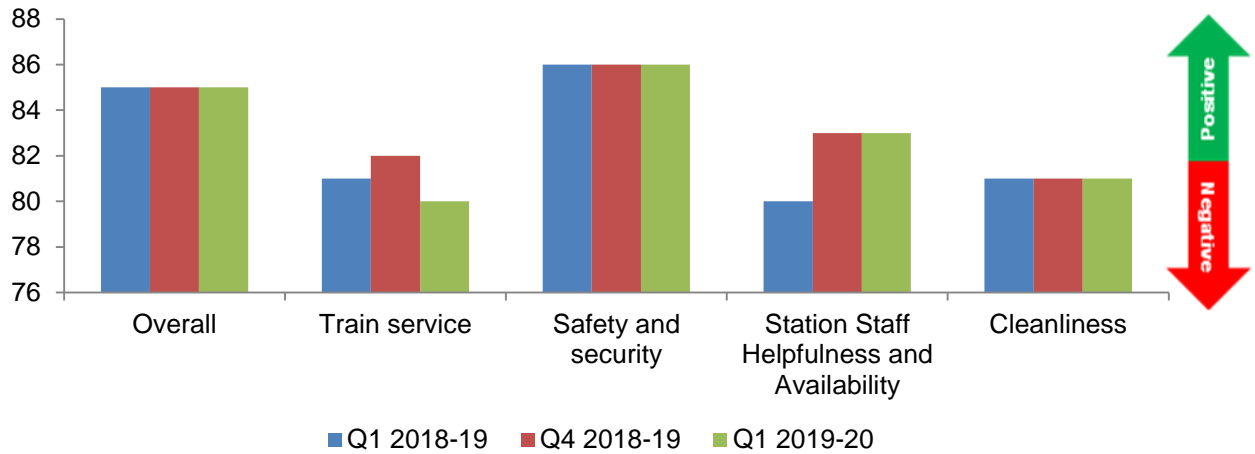
LCH figures since P1 2014-15 are shown in the graph below. The year is divided into 13 four week periods, starting on April 1st.

Graph 18 - P1 2014-15 to P13 2018-19 Lost Customer Hours



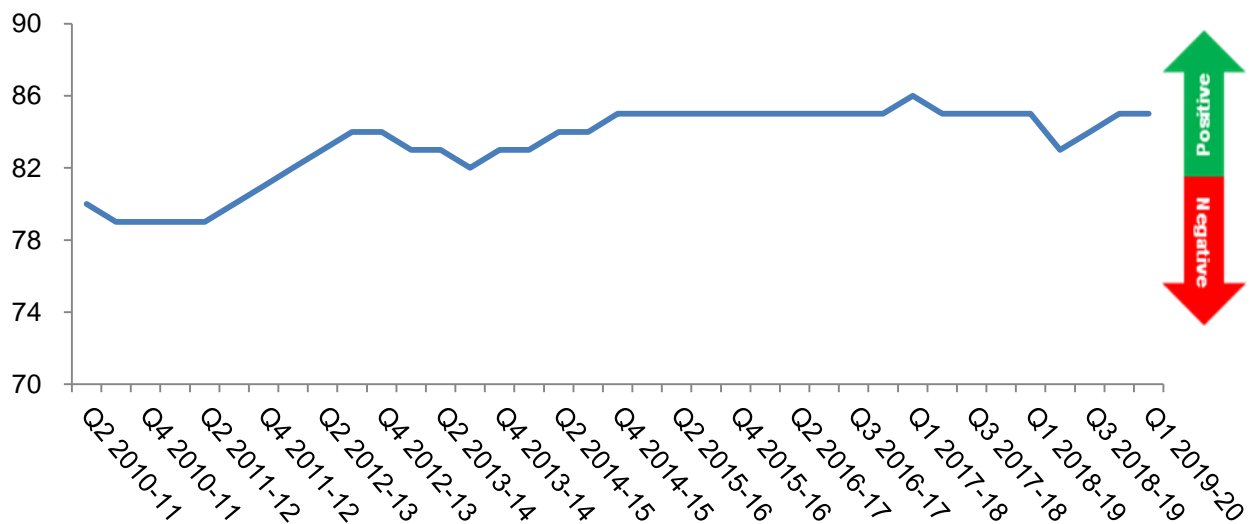
Customer satisfaction figures for the last two quarters, along with the comparison from one year ago, are shown in graph 19

Graph 19 – Q1 2018-19, Q4 2018-19 and Q1 2019-20 London Underground customer satisfaction scores



Graph 20 shows the overall satisfaction score with London Underground services since Q2 2010-11.

Graph 20 - Overall satisfaction, Q2 2010-11 to Q1 2019-20



Complaints to London Underground (LUL) were lower than the number received in the corresponding quarter a year ago (Q1 2018-19). LUL received 0.91 complaints per 100,000 journeys.

Graph 21 - Customer complaints received by the Underground for every 100,000 journeys

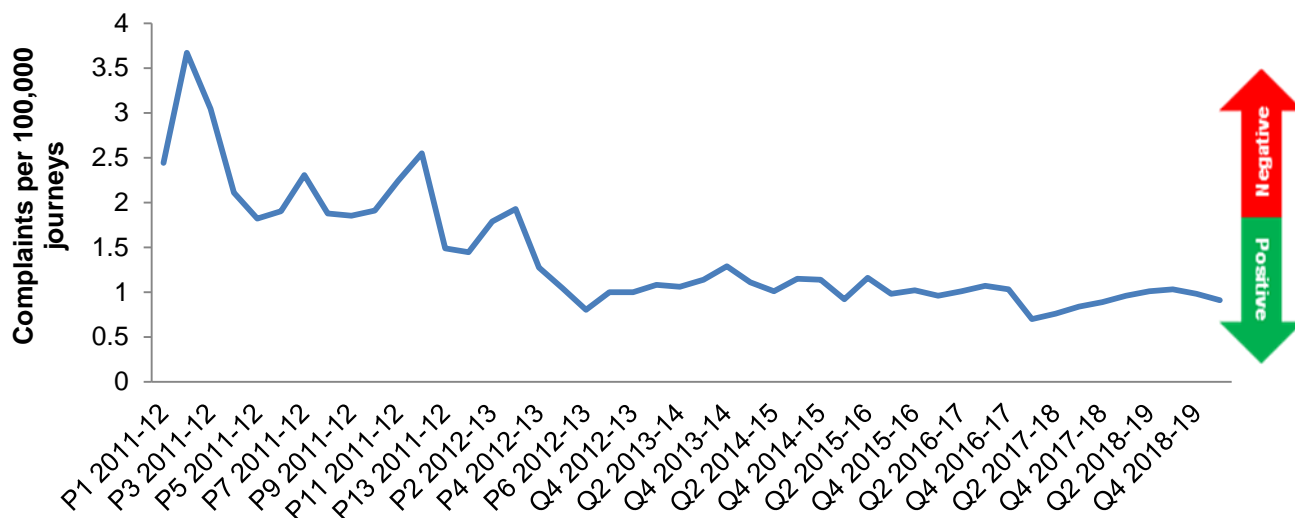


Table 8 shows a summary of the 2019-20 TfL business plan targets for London Underground.

Table 8 – Q1 2019-20 London Underground TfL business plan key performance indicators (KPI)

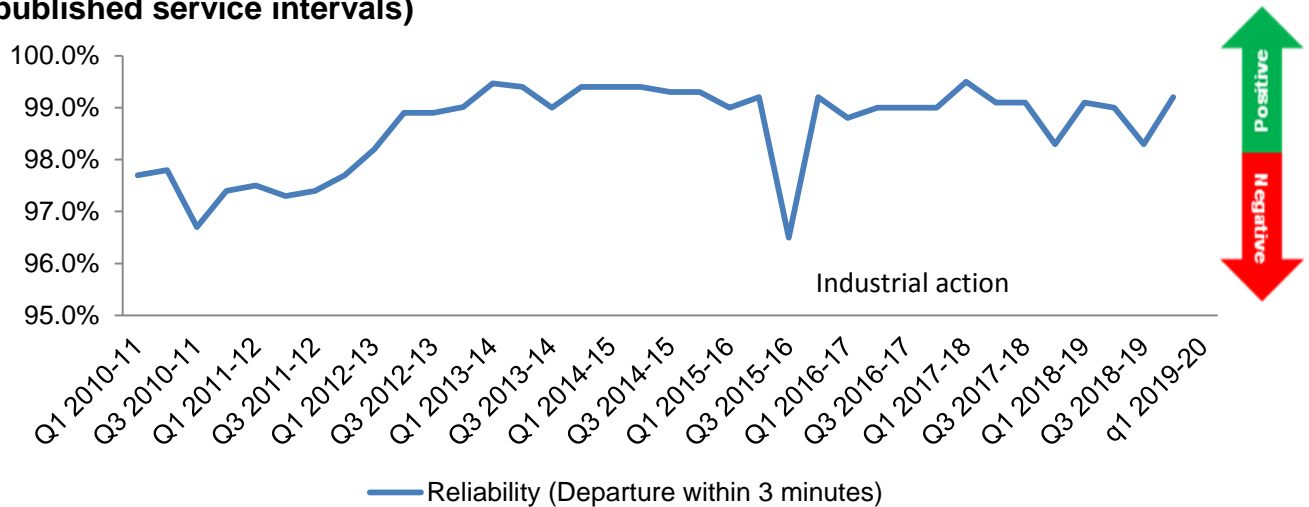
KPI	Q1 Target 2019-20	Current performance level
Customer satisfaction score – overall	85	
Excess Journey Time (Network)	4.5 minutes	
% of Scheduled services operated	98.2%	
London TravelWatch’s overall performance assessment of London Underground is as follows:		
There is no data for Q1		

5 Docklands Light Railway

In this section, the performance of DLR is presented. The key indicators focused on are those for which targets are set in the TfL business plan and those which reflect the experience of passengers of the DLR.

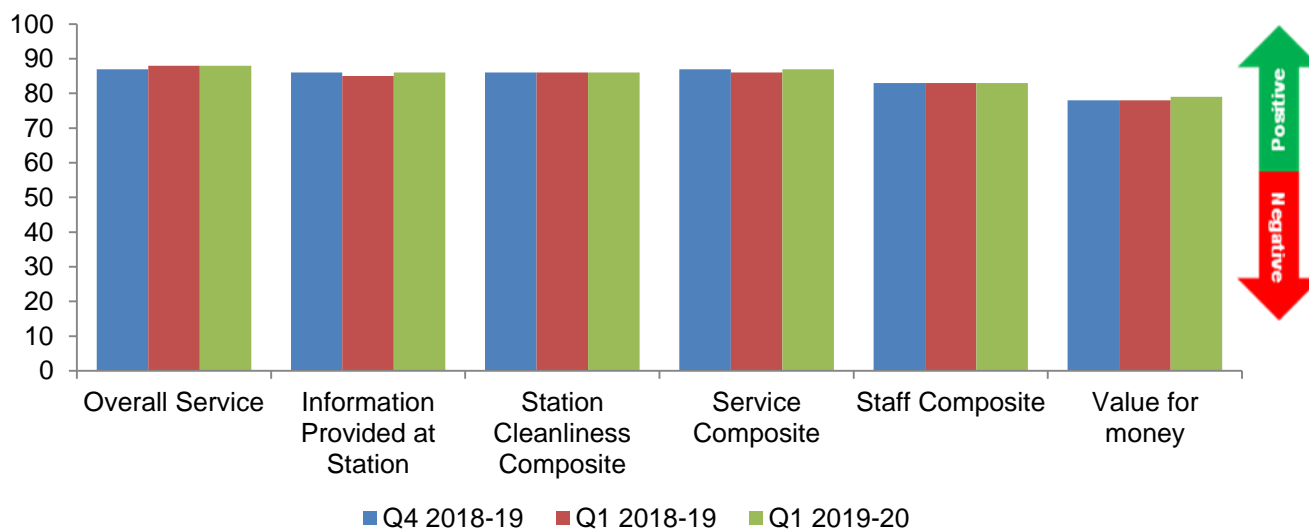
DLR’s network-wide performance measure is ‘departure reliability’. This is the percentage of intervals between trains at terminal stations no more than three minutes greater than the published service intervals.

Graph 22 - Q1 2010-11 to Q1 2019-20 reliability (departure within 3 minutes of published service intervals)

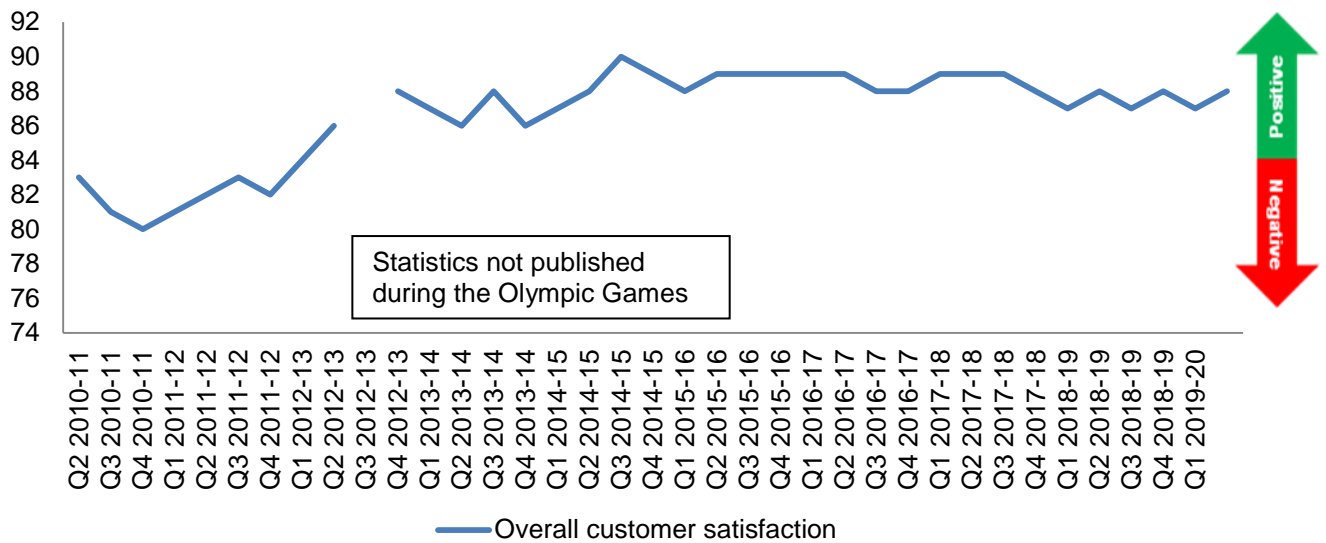


Overall customer satisfaction with the Docklands Light Railway remains high, but below target at 88, the same score as in Q1 2018-19.

Graph 23 – Q1 2018-19, Q4 2018-19 and Q1 2019-20 DLR customer satisfaction scores



Graph 24 - Q1 2010-11 to Q1 2019-20 DLR overall customer satisfaction scores



Customer satisfaction scores were omitted in Q2 2012-13, due to the staging of the London Olympic & Paralympic Games.

The complaints rate was lower this quarter compared to the same period a year ago (Q1 2018-19). 0.72 complaints were received per 100,000 journeys.

Graph 25 - Customer complaints received by DLR for every 100,000 journeys

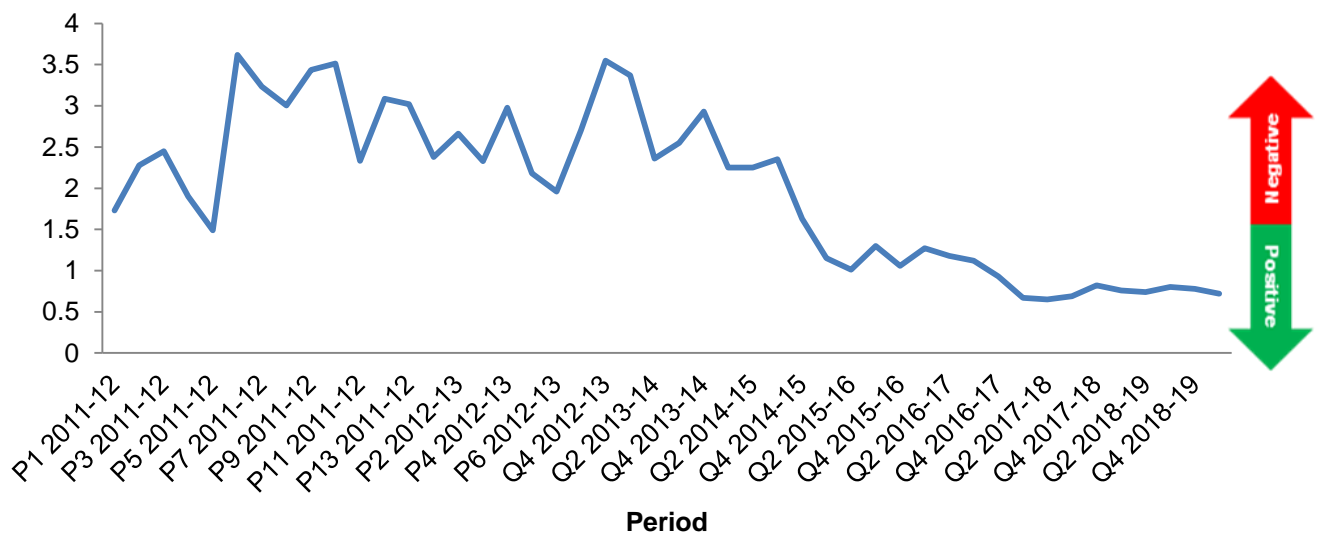


Table 9 shows a summary of all of the 2019-20 TfL business plan targets for London DLR.

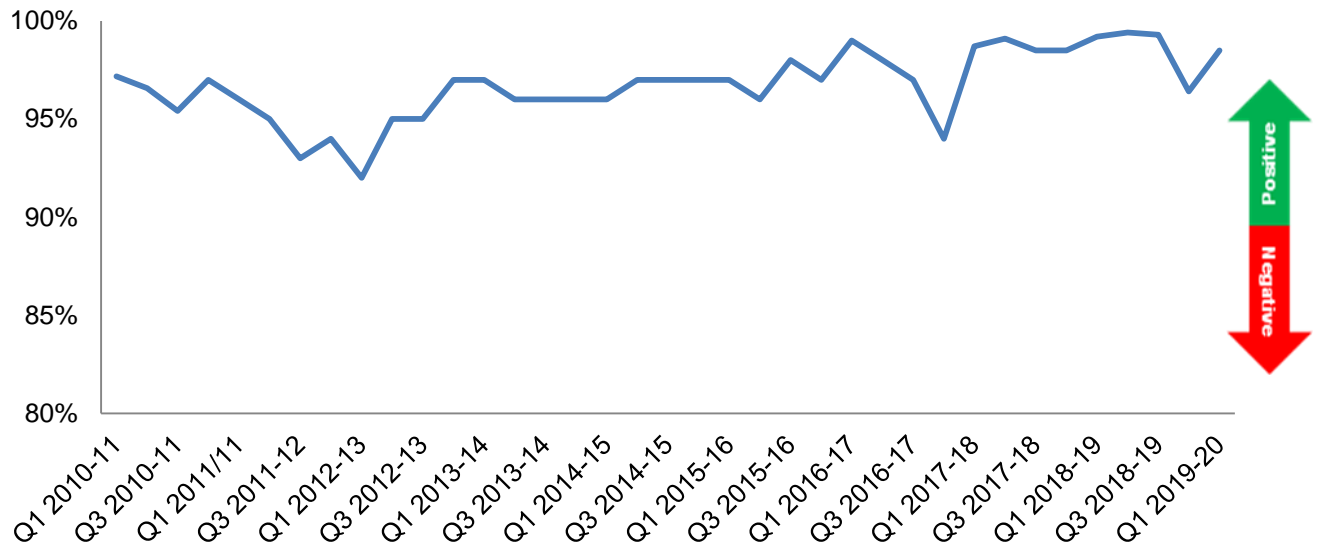
Table 9 – Q1 2019-20 DLR TfL business plan key performance indicators (KPI)

KPI	Q1 2019-20 target	Current performance level
Customer satisfaction score – overall	89	88
On-time performance	98.4%	99.3%
<p>London TravelWatch’s overall performance assessment of Docklands Light Railway is as follows:</p> <p>DLR performance is up on the previous quarter, and the same quarter in the previous year.</p> <p>The customer satisfaction score is one point below target.</p> <p>The customer complaints rate was lower this quarter compared to the same period a year ago (Q1 2018-19).</p>		

6 London Tramlink

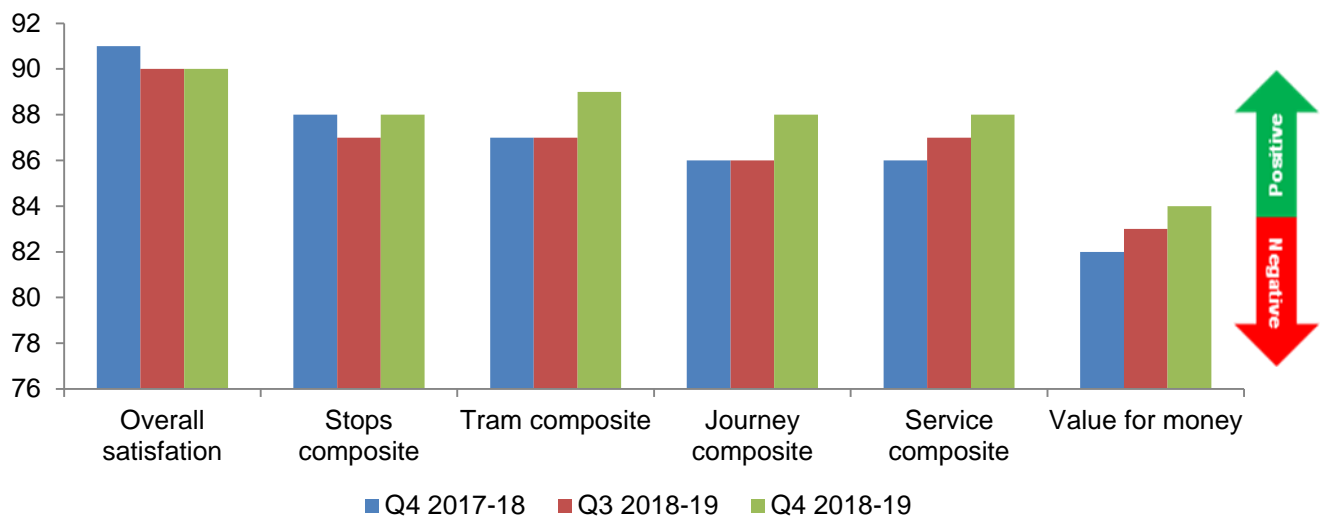
London Tramlink reports a public performance measure: the percentage of trams that arrive within five minutes of the scheduled time.

Graph 26 - Q1 2010-11 to Q1 2019-20, public performance measure (per cent)

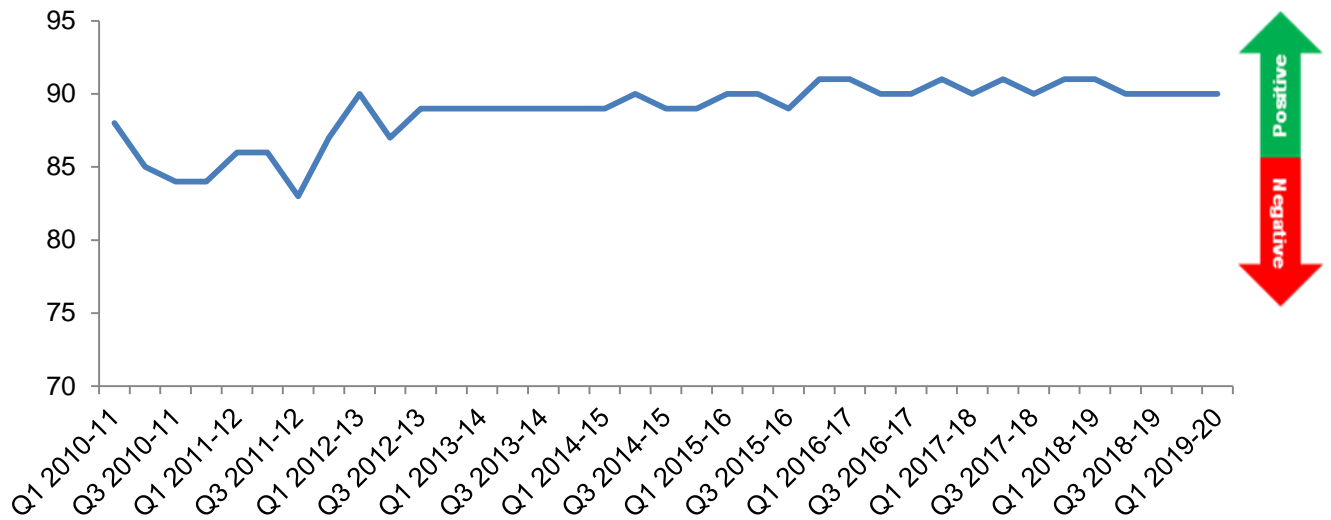


Customer satisfaction scores on Tramlink are shown in graph 27 below. Overall satisfaction is 90.

Graph 27 – Q4 2017-18, Q3 2018-19 & Q4 2018-19 customer satisfaction scores



Graph 28 - Overall customer satisfaction scores since Q1 2010-11



In Q1 2019-20, Tramlink received 1.56 complaints per 100,000 journeys. Complaints were higher than in Q1 2018-19.

Graph 29 - Customer complaints received by TfL for every 100,000 journeys

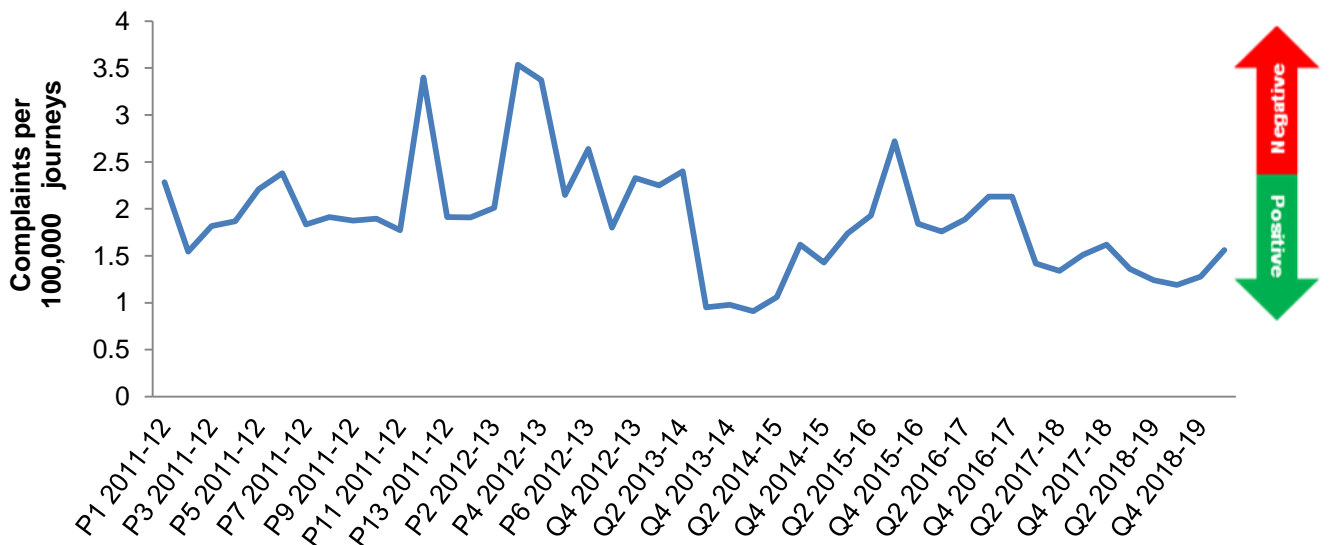


Table 10 shows a summary of all of the 2019-20 TfL Business Plan targets for London Tramlink.

Table 10 – Q1 2019-20 London Tramlink TfL business plan key performance indicators (KPI)

KPI	Q1 Target 2019-20	Current performance level
Customer satisfaction score – overall	89	90
Tram performance measure	97%	98.5%
<p>London TravelWatch’s overall performance assessment of London Tramlink is as follows:</p> <p>Tramlink performance was above target.</p> <p>Customer satisfaction is above target.</p> <p>Complaints were lower than quarter Q1 2018-19.</p>		

7 London Overground

Following the performance trends for London Overground is a little difficult because it's a growing network that has taken over new services. The latest of which are the West Anglia line services through Hackney to Enfield and Cheshunt. London Overground's public performance measure (PPM) for the first quarter was 93.9%. This was 1.2% lower than the same quarter last year (Q1 2018-19). Please note this is a Network Rail statistic.

The National Rail Passenger Survey results are from the spring 2019 wave of surveys. Passenger satisfaction has increased since the last spring survey. The percentage of passengers satisfied was 83% compared with 79% in spring 2018. This figure is close to that of equivalent London and South East (L&SE) train operating companies (TOCs).

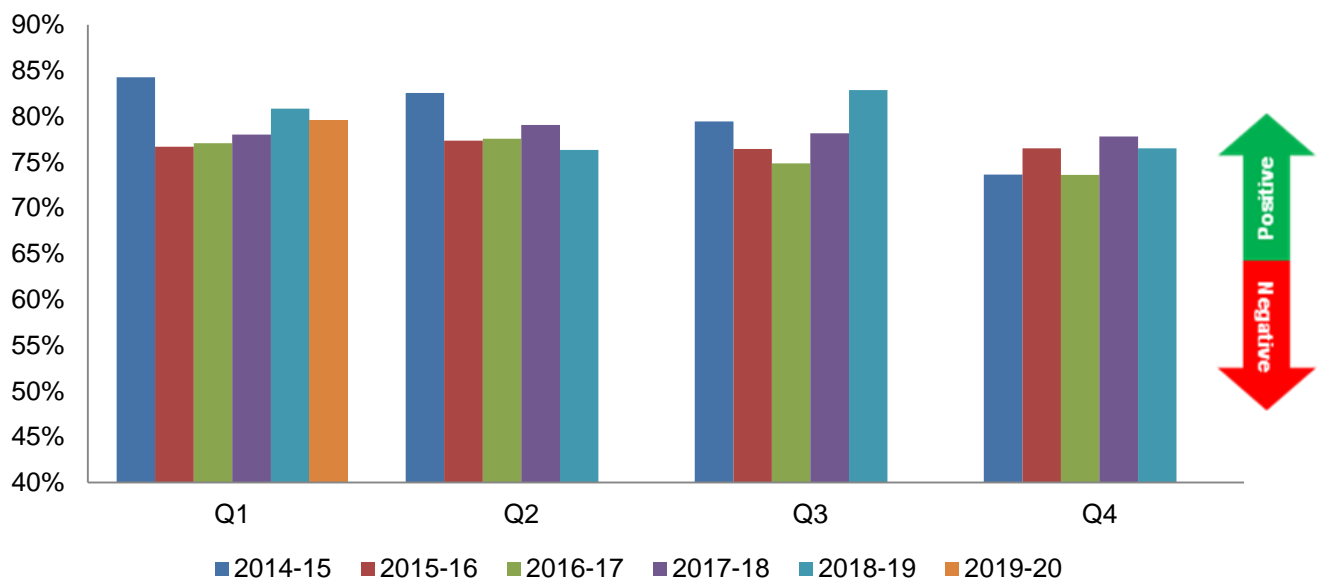
TfL's own customer satisfaction score is below target.

Right time arrival (RTA)

RTA is an industry measure of the percentage of trains that arrive at their final destination either on time or early. Right time is defined as less than one minute late, and should not be confused with 'on time', as defined for PPM purposes.

London Overground performs well compared to most TOCs, achieving the fifth highest Q4 RTA score. This score is lower than Q1 2018-19.

Graph 30 - London Overground percentage of RTA

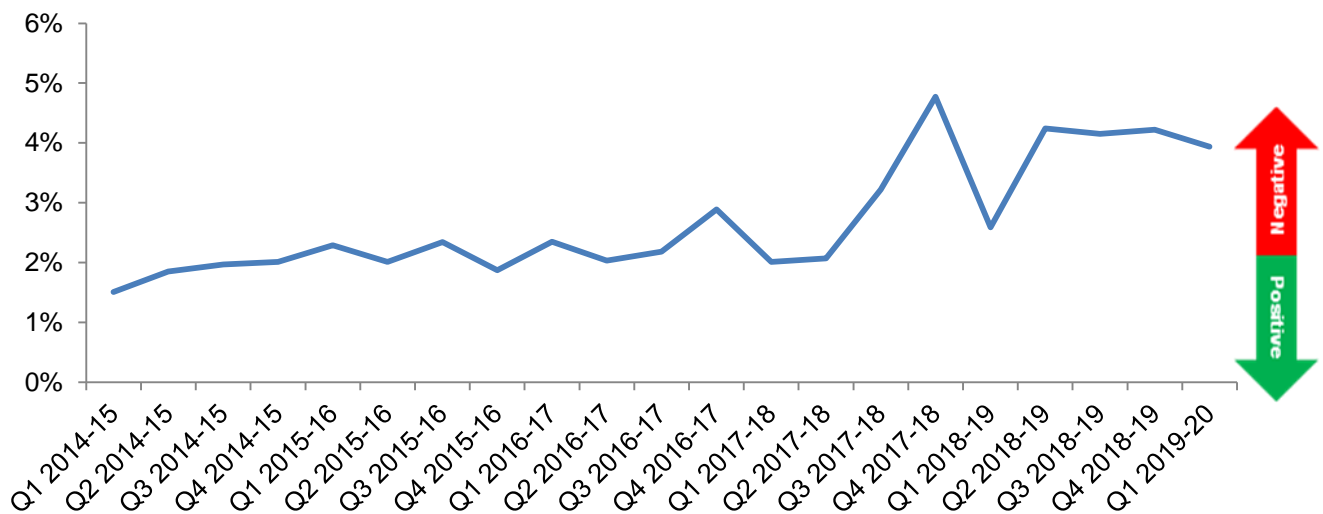


Cancellations and significant lateness (CaSL)

CaSL is an industry measure of the percentage of trains, which arrive ‘significantly’ late or do not run, expressed as a percentage of the total number of trains planned. A train is defined as significantly late if it arrives 30 or more minutes late at its planned destination or fails to complete its entire planned route, including calling at all timetabled stations.

There has been an improvement in London Overground’s performance when compared to the previous quarter (Q4 2018-19), but a decline when compared to the same period a year ago (Q1 2019-20).

Graph 31 – London Overground percentage of CaSL since Q1 2014-15



London Overground experienced a reduction in complaints compared to the same period a year ago, receiving 1.45 complaints per 100,000 journeys. London Overground receives one of the lowest rates of complaints when compared to other L&SE train operators.

Graph 32 - Customer complaints received by TfL for every 100,000 journeys

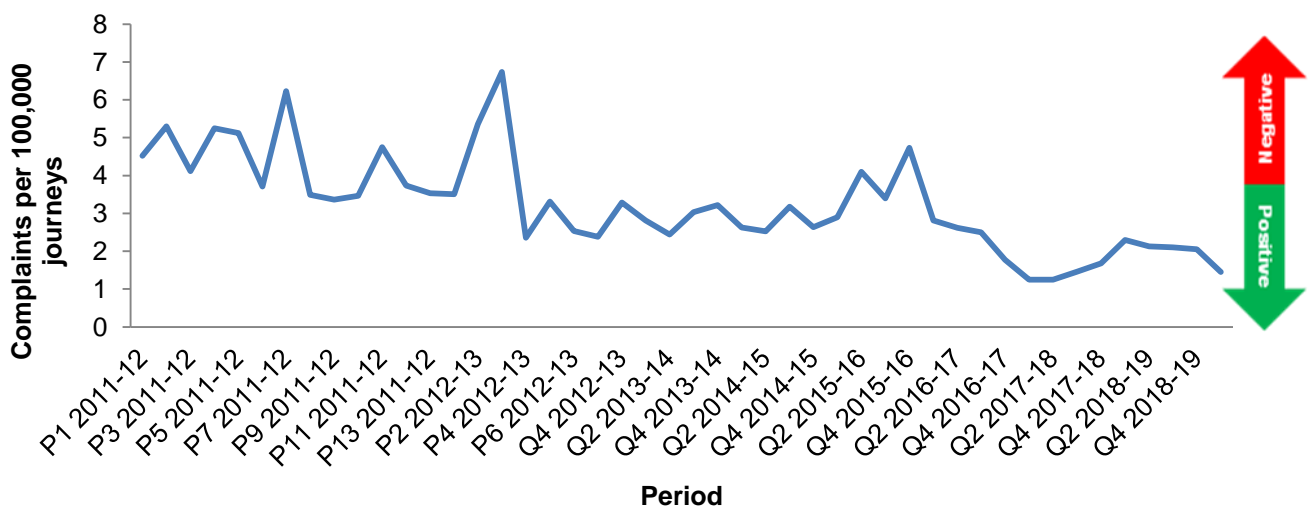


Table 11 shows a summary of all of the 2019-20 TfL business plan targets for London Overground.

Table 11 – Q1 2019-20 London Overground TfL business plan key performance indicators (KPI) and National Rail performance figures

National Rail Performance measure	Q1 Target 2019-20	Current performance level
Customer satisfaction – overall (National Rail Passenger Survey bi-annual data). Percentage satisfied or good	Average of similar London and South East TOC's: 81% (Not a TfL target)	83% (spring 2019)
Public Performance Measure (Network Rail figures)	Average of London and South east TOCs is 86% (Not a TfL target)	93.9%
TfL KPIs	Q1 Target 2019-20	Current performance level
Overall customer satisfaction score (TfL measure)	85	84
On time performance (A TfL measure of PPM Moving Annual Average)	Data not available	93.9%
<p>London TravelWatch's overall performance assessment of London Overground is as follows:</p> <p>London Overground achieved some of its targets.</p> <p>London Overground performs well compared to most TOCs, achieving the fifth highest Q4 RTA score. This score is reduction when compared to Q1 2018-19.</p> <p>There has been an improvement in London Overground's CaSL performance when compared to the previous quarter (Q4 2018-19), but a decline when compared to the same period a year ago (Q1 2019-20).</p> <p>London Overground receives one of the lowest rates of complaints when compared to other L&SE train operators.</p>		

8 TfL Rail

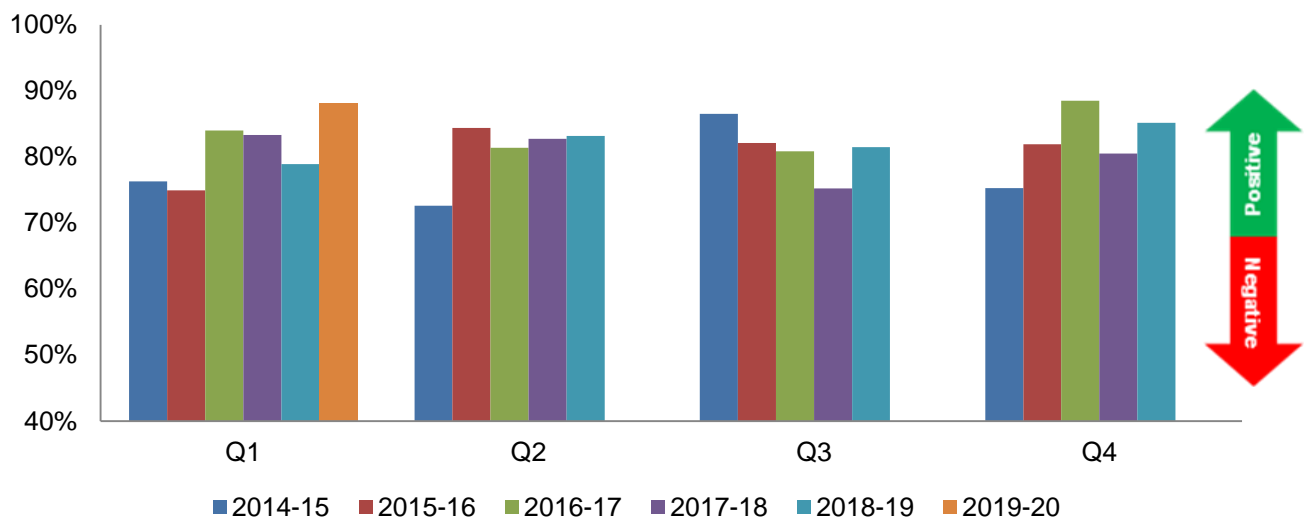
TfL Rail's PPM for the first quarter was 96.4%. This was 4% higher than Q1 2018-19. Please note this is a Network Rail statistic.

The National Rail Passenger Survey results are from the spring 2019 wave of surveys. Passenger satisfaction has increased significantly since the last spring survey. The percentage of passengers satisfied was 89% compared with 69% in spring 2018. This figure now includes the former Heathrow Connect stopping service, and is not comparable with the results from previous surveys.

Right time arrival

TfL Rail performed very well compared to other L&SE TOCs, achieving the highest right time score. RTA was higher than previous quarter (Q4 2018-19), and the same period a year ago (Q1 2018-19).

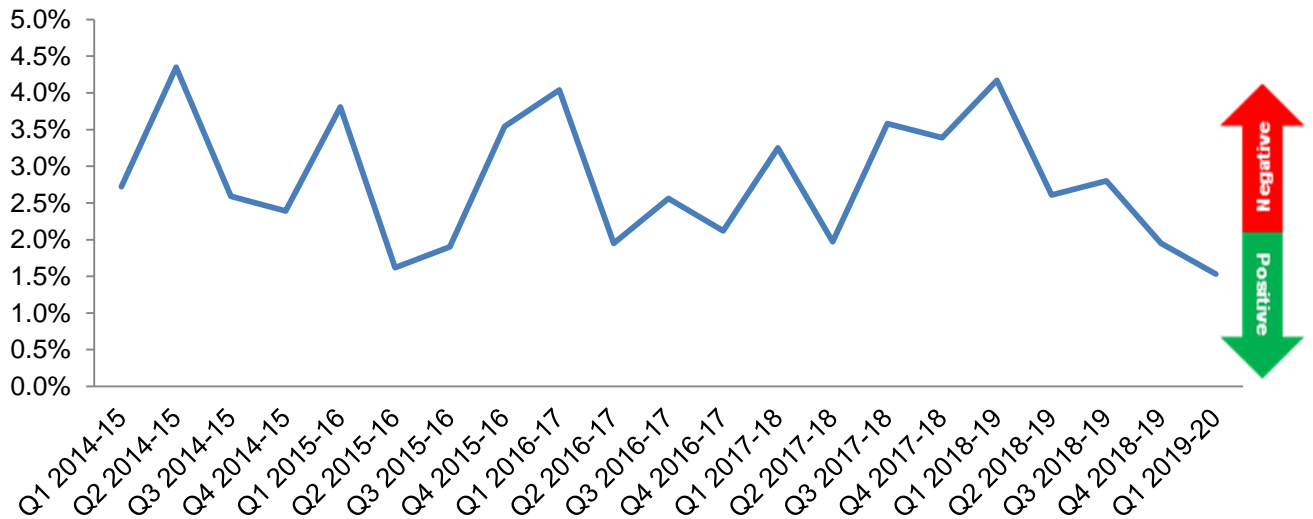
Graph 33 TfL Rail percentage of RTA



Cancellations and significant lateness (CaSL)

TfL Rail performed very well in Q1 2019-20 compared to most L&SE train operators and was in the top four.

Graph 34 – TfL Rail percentage of CaSL since Q1 2014-15



In Q1 2019-20, TfL Rail received 1.76 complaints per 100,000 journeys. A reduction in complaints compared to the same period in 2018-19.

Graph 35 – Customer complaints received by TfL Rail for every 100,000 journeys

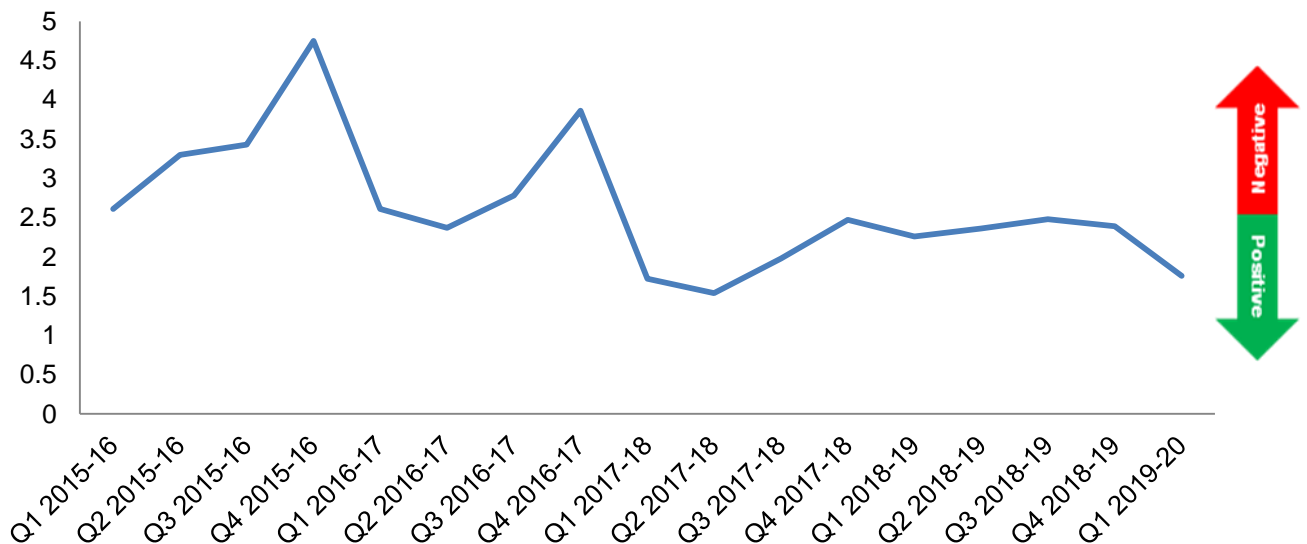


Table 12 shows a summary of all of the 2019-20 TfL business plan targets for TfL Rail.

Table 12 – Q1 2019-20 TfL Rail, TfL business plan key performance indicators (KPI) and National Rail performance figures

National Rail Performance measure	Q1 Target 2019-20	Current performance level
Customer satisfaction – overall (National Rail Passenger Survey bi-annual data). Percentage satisfied or good	Average of similar London and South East TOC's: 81% (Not a TfL target)	89%
Public Performance Measure (Network Rail figures)	Average of London and South east TOCs is 86% (Not a TfL target)	96.4%
TfL KPIs	Q1 Target 2019-20	Current performance level
Overall customer satisfaction score (TfL measure)	83	85
On time performance (A TfL measure of PPM Moving Annual Average)	94.2%	96.5
<p>London TravelWatch's overall performance assessment of TfL Rail is as follows:</p> <p>TfL Rail achieved its targets. TfL's customer satisfaction was above target. Though not really comparable because TfL rail now includes the former Heathrow Connect services, the National Rail Passenger Survey showed passenger satisfaction had increased significantly in spring 2019 (89%), compared to spring 2018 (69%).</p> <p>The TOC performed very well compared to other L&SE TOCs PPM figures.</p> <p>RTA was higher than previous quarter (Q4 2018-19), and the same period a year ago (Q1 2018-19).</p> <p>TfL Rail had a very good CaSL figures this quarter compared to the same period in a year ago, and most L&SE train operators and was in the top four.</p>		

9 Dial-a-Ride

The Dial a Ride customer satisfaction survey is now done only once a year, Q1. The information below, relates to Q1 2018-19.

Dial-a-Ride is a door-to-door transport service operated by TfL for people (members) with disabilities who cannot use buses, trains or the Underground in London.

Overall customer satisfaction at 90 was on target. Dial-a-Ride members are very satisfied with driver helpfulness/courtesy, which scores 95 (95 in Q1 2018-19). Satisfaction with the booking process was (74), below target (80), below the score received in Q1 2018-20 (79)

Greater demand may arise from an aging population and the cessation of other similar door-to-door services. TfL have implemented a new regime for membership, which should ensure that those that need this service are prioritised.

Complaints in Q1 2019-20 increased compared to Q1 2018-19. Dial-a-ride received 72.51 complaints per 100,000 journeys, which is very high compared to other modes. This high level of complaint reflects the number of customers who are unable to book to use the service.

Graph 36 – Customer complaints received by TfL, Dial-a-Ride for every 100,000 journeys

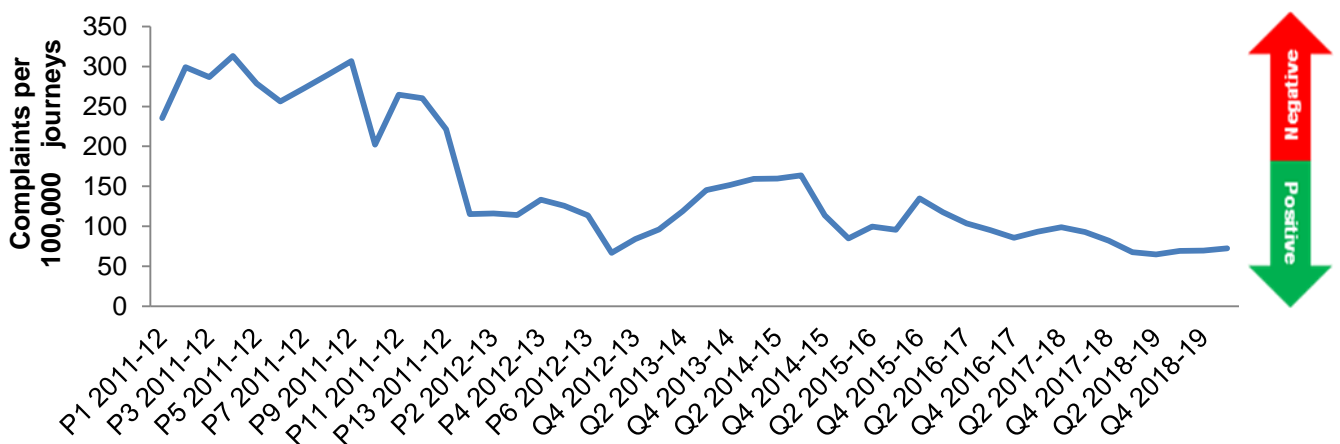


Table 13 shows a summary of all of the 2019-20 TfL business plan targets for Dial-a-Ride.

Table 13 – Q1 2019-20 Dial-a-Ride TfL business plan key performance indicators (KPI)

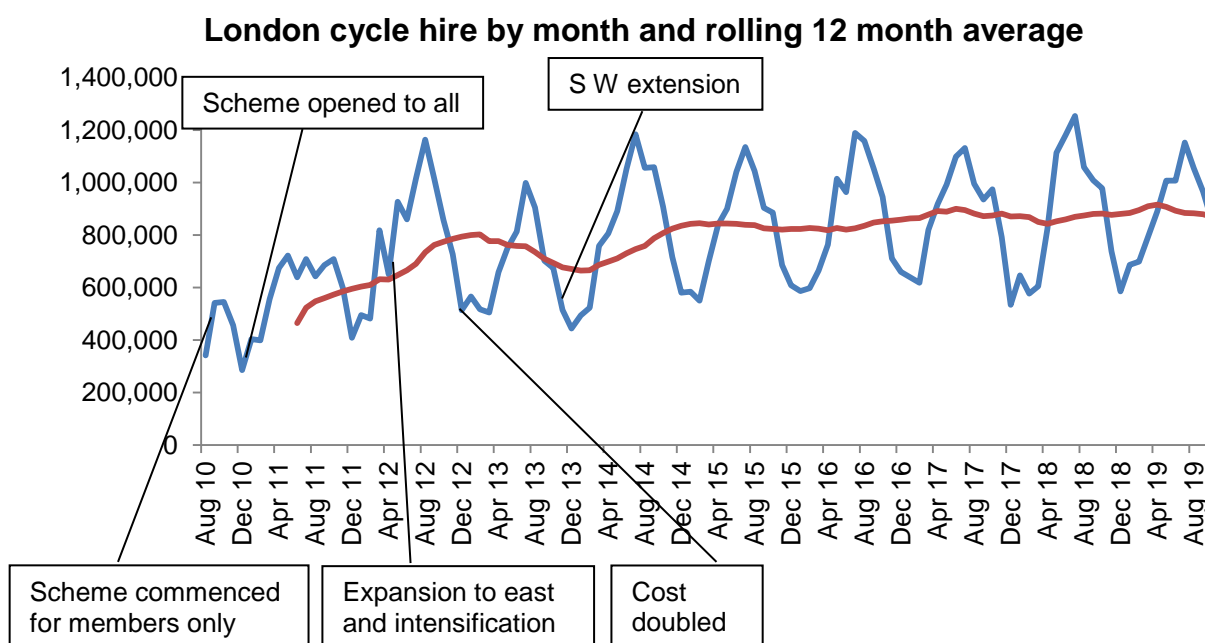
KPI	Q1 Target 2019-20	Current performance level
Customer satisfaction score – overall	90	90
Quarterly passenger journey numbers	1,400,000 (annual target)	
<p>London TravelWatch’s overall performance assessment of Dial-a-Ride is as follows:</p> <p>Customer satisfaction overall is on target.</p> <p>Dial-a-Ride members are usually very satisfied with driver helpfulness/courtesy. The main source of complaint this quarter is ease of getting through on the telephone and the booking process, which has resulted in a very high complaints rate.</p>		

10 Cycle hire

In this section, the performance of the cycle hire scheme is presented. London's cycle hire scheme is a public bike-sharing scheme for shorter journeys around the capital. The bikes are available to casual users, as well as London cycle hire scheme members.

The graph below shows the usage of the cycle hire scheme since August 2010, on a monthly basis. The number of cycle hires has fluctuated for a number of reasons since it started. Initially cycle hire was only available to members. Since then one-off hires were made possible and the availability of cycles has been increased as the scheme has rolled out to new areas. In January 2013, there was a sharp increase in the 'access' fee.

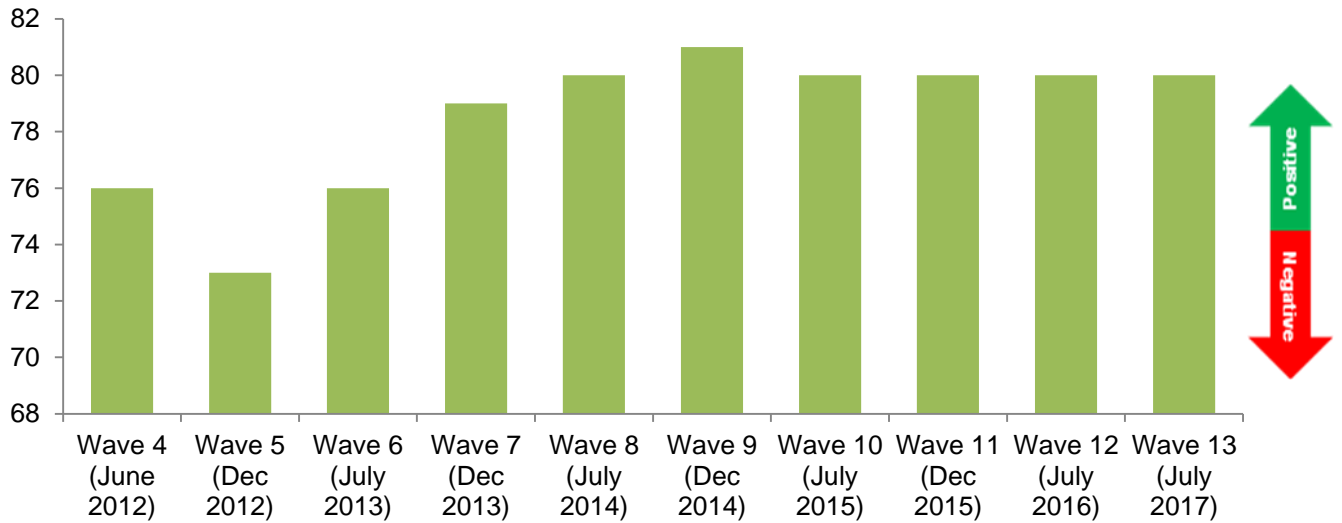
Graph 37 - Cycle hire scheme usage



The latest customer satisfaction score (80), is the same as the previous wave (wave 12), just below the peak score of 81 (in wave 9). The different elements of the survey suggest increasing satisfaction with the use of members' keys and with the service from the contact centre.

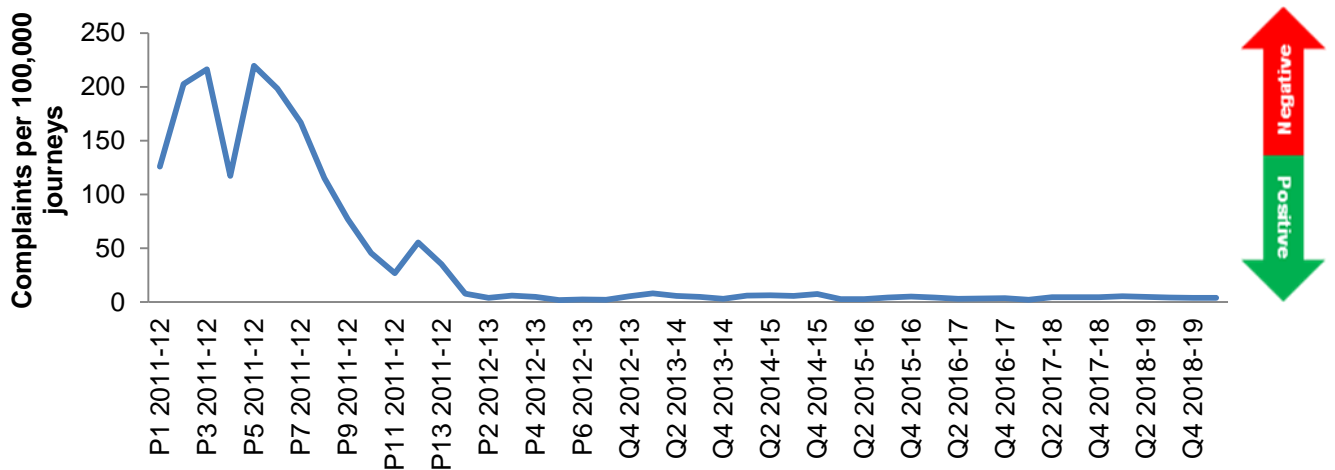
The score for the availability of spaces at docking stations has decreased but the score for value for money has increased to 77, the highest level since the pricing changes in January 2013.

Graph 38 - Satisfaction with overall experience cycle hire customer satisfaction score



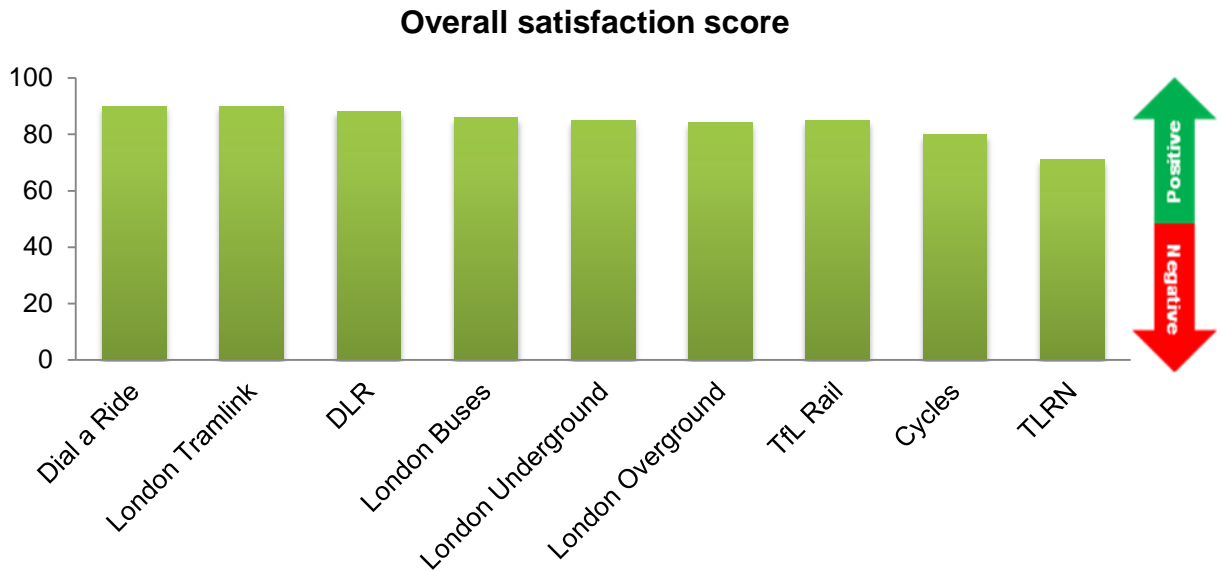
Complaints decreased compared to the same period a year ago (Q1 2018-19). The cycle hire scheme received 3.84 complaints per 100,000 journeys.

Graph 39 - Customer complaints received by TfL, Cycle Hire for every 100,000 journeys



11 Customer satisfaction and value for money scores – modes comparison

Graph 40 – Q1 2019-20 overall customer satisfaction scores – modes comparison



Graph 41 – Q1 2019-20 value for money scores - modes comparison



Appendix – Source references

- Streets
 - <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>
- London Buses
 - <https://tfl.gov.uk/corporate/publications-and-reports/customer-service-op-performance>
 - <https://tfl.gov.uk/forms/14144.aspx>
 - Customer satisfaction survey scores supplied by TfL directly
 - Bus stop accessibility supplied by TfL
 - <https://tfl.gov.uk/corporate/publications-and-reports/bus-safety-data>
- London Underground
 - <http://tfl.gov.uk/corporate/publications-and-reports-underground-services-performance>
 - Customer satisfaction survey scores supplied by TfL directly
- Docklands Light Railway
 - <https://tfl.gov.uk/corporate/publications-and-reports/customer-service-op-performance>
 - Customer satisfaction survey scores supplied by TfL directly
- TfL Rail
 - PPM scores supplied to London TravelWatch monthly by Network Rail.
 - <http://www.passengerfocus.org.uk-research-national-passenger-survey-introduction>
 - Customer satisfaction survey scores supplied by TfL directly
- London Tramlink
 - Customer satisfaction survey scores and Public Performance Measure supplied by TfL directly
- London Overground
 - PPM scores supplied to London TravelWatch monthly by Network Rail.
 - <http://www.passengerfocus.org.uk-research-national-passenger-survey-introduction>
 - Customer satisfaction survey scores supplied by TfL directly
- Dial-a-Ride
 - <http://www.tfl.gov.uk-modes-dial-a-ride->
 - Customer satisfaction survey scores supplied by TfL directly
- Cycle Hire
 - TfL commissioned cycle hire customer satisfaction and usage survey, Wave 13 (Quarter 2 2017/18)
 - [London data store](#)