

TfL 2015-16 Quarter 1 Performance Report (April - June 2015)

October 2015



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 3 – Oct to Dec 2014	19 May 2014
Quarter 4 – Jan to Mar 2014	16 September 2014
Quarter 1 – Apr to Jun 2014	November 2014
Quarter 2 – Jul to Sept 2014	February 2015
Quarter 3 – Oct to Dec 2014	June 2015
Quarter 4 – Jan to Mar 2015	September 2015
Quarter 1 – Apr to Jun 2015	October 2015

Published by:

London TravelWatch
169 Union Street
London SE1 0LL

Phone: 020 3176 2999

Contents

Executive summary	4
1 Travel in London.....	6
2 London Streets	8
3 London Buses.....	16
4 London Underground.....	23
5 Docklands Light Railway	27
6 London Tramlink	30
7 London Overground.....	33
8 Dial-a-Ride.....	36
9 Cycle hire	38
10 Customer satisfaction and value for money scores – modes comparison	40
Appendix – Glossary & references.....	41



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 2015-16 financial year (April to June 2015).

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).

We have previously judged performance against TfL's business plan targets. However, in this report we have taken a wider view on the performance of the various modes, looking at all the areas we consider important from a wider consumer perspective.

Overall, TfL are delivering well against their own targets and customer satisfaction is high. However, we remain concerned about the performance of London Streets. Given rising traffic levels, this performance raises serious concern about the impact of increased congestion in the future. This appears to now be impacting on bus service performance. Working with other interested parties and policy-makers, TfL needs to develop a substantive response to rising population, economic activity and other trends that are translating into increasing traffic volumes and reductions in capacity on London's roads.

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. JTR was above target this quarter.

There has been a reversal in the long term trend of reducing traffic volume in London which, if it continues, will mean increased congestion levels and the problems this will bring in the future. JTR in Q1 2015-16, was 87.7%, 0.7 percentage points above a new lower (easier) target and 0.5 percentage points below the same quarter in 2014-15. To improve JTR to its pre- Roads Modernisation Plan figure of 90% will mean substantive investment and policy response.

Whilst it is noted that TfL's carriageway condition target is met, London TravelWatch is concerned to see improvements in this area as the condition of the carriageway affects the journey experience of all the users of London's roads.

London Buses

Customer satisfaction has decreased when compared to the previous quarter, but higher than the same period a year ago (Q1 2014-15). Bus stations evaluation changed from quarterly to annual for 2015-16, with the survey running in Q4 only.

High frequency bus routes performance in quarter 1 has declined when compared to the previous quarter (Q4 2014-15).

TfL and the boroughs continue to increase the number of fully accessible bus stops in response to London TravelWatch campaigning over the last few years. This is very welcome.

The growth in demand and rising levels of congestion is impacting on reliability and this along with journey time need constant monitoring.

It remains a concern of London TravelWatch that not enough is being done to 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 must establish a bus priority team and budget to deliver additional bus priority on both their and borough controlled roads.

London Underground

Customer satisfaction scores have remained high this quarter and are better than target.

Excess Journey Time is also better than target.

Docklands Light Railway

DLR performance is as high this quarter and the previous two as it has been in several years.

Customer satisfaction scores are high. The overall customer satisfaction score was one point above target.

Customer complaints, (mostly about ticket machines), were lower this quarter compared to the previous quarter (Q4 2014-15) and the same period last year (Q1 2014-15). The overall continued reduction in complaints is due to resolution of issues surrounding ticket machines.

Tramlink

Customer satisfaction is above target. Value for money is lower than previous quarter (Q4 2014-15), the same quarter a year ago (Q1 2014-15). Issues of complaints centred on engineering closures and changes to the timetable required to facilitate the works in Croydon.

London Overground

London Overground is continuing to perform well and achieved its targets, although the RTA is very poor compared to all previous quarters. The TOC has seen a deterioration of performance attributed to the knock on effects of the works at London Bridge and the poor performance of other TOC's. Customer complaints have increased.

Crowding on some sections of the London Overground is a regular occurrence. TfL have responded to this with additional carriages on the network, though this may well not be enough to alleviate crowding.

Dial-a-Ride

Customer satisfaction overall is below target. Dial-a-Ride members are very satisfied with driver helpfulness-courtesy. The main source of complaint, booking refusals, have seen a reduction in the number complaints about this element of the service.

Cycle hire

Customer satisfaction measure is now done bi-annually.

Complaints continue to fall due the improvements to bike redistribution and customers finding it easier to hire and dock cycles.

1 Travel in London

TfL's annual '*Travel in London*' report records the way Londoners travelled in 2013. This report was published in December 2014¹.

There were 26.1 million daily trips in, to, and from, Greater London, an increase of 1.2% over the previous year. This detailed in Table 1.

Table 1: How Londoners travel (millions of daily trips and percentage of all trips), 2013

Mode	No. of trips (millions) 2013	No. of trips (millions) 2012	Percentage of total 2013	Percentage change
Rail	2.7	2.6	10.3	+3.8
Underground-DLR	2.5	2.4	9.6	+4.2
Bus-Tram	4.1	4.1	15.7	0
Taxi-PHV	0.3	0.3	1.1	0
Car (driver & passenger)	9.4	9.6	36.0	-2.1
Motorcycle	0.2	0.2	0.8	0
Cycle	0.5	0.5	1.9	0
Walk	6.3	6.3	24.1	0
All modes	26.1	25.9		+1.2

¹ Travel in London, Report 7, Table 2.2

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.

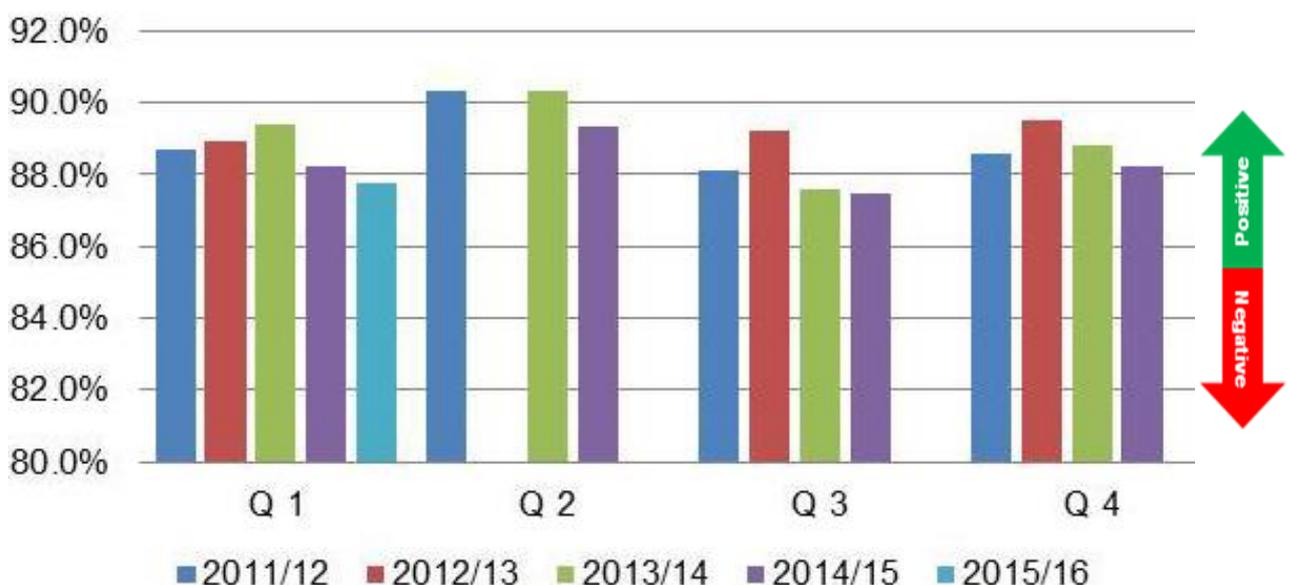
JTR is a new measure of the performance of the road network. Although there are now more than five years of data. The JTR measure is defined as the proportion of traffic which - for a 'typical' 30-minute journey – takes less than 35 minutes (a representative average London journey time of 30 minutes plus a five-minute 'allowance').

JTR is a measure of the congestion impacts on journeys. A major influence will be traffic volume, which as can be seen from graph 5 below, has fallen over the last few years, but has seen an increase in recent quarters. TfL have also undertaken much activity over the past few years to improve JTR, for example altering traffic signal timing, managing events and charging the utilities etc. for some street works.

It should be noted that the JTR target was reduced (making it easier) in TfL's business plan published in December 2014. This was in response to the proposals for the Roads Modernisation Plan. The 2015/16 target was reduced to 87%. The outturns are reported with respect to these new targets.

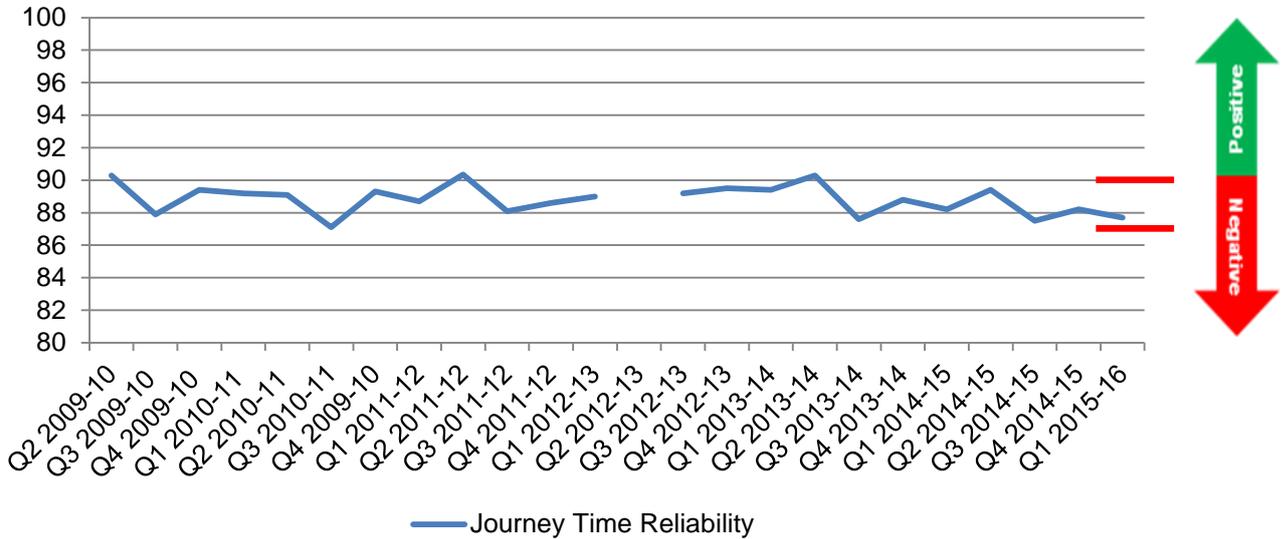
The JTR across the whole of the TLRN in the AM peak for quarter 1 was 87.7%, which was 0.7 percentage points above target and 0.5 percentage points lower than the same quarter in 2014-15.

Graph 1a - Journey Time Reliability on the TLRN in the AM peak by financial quarters, Q1 2010-11 to Q1 2015-16



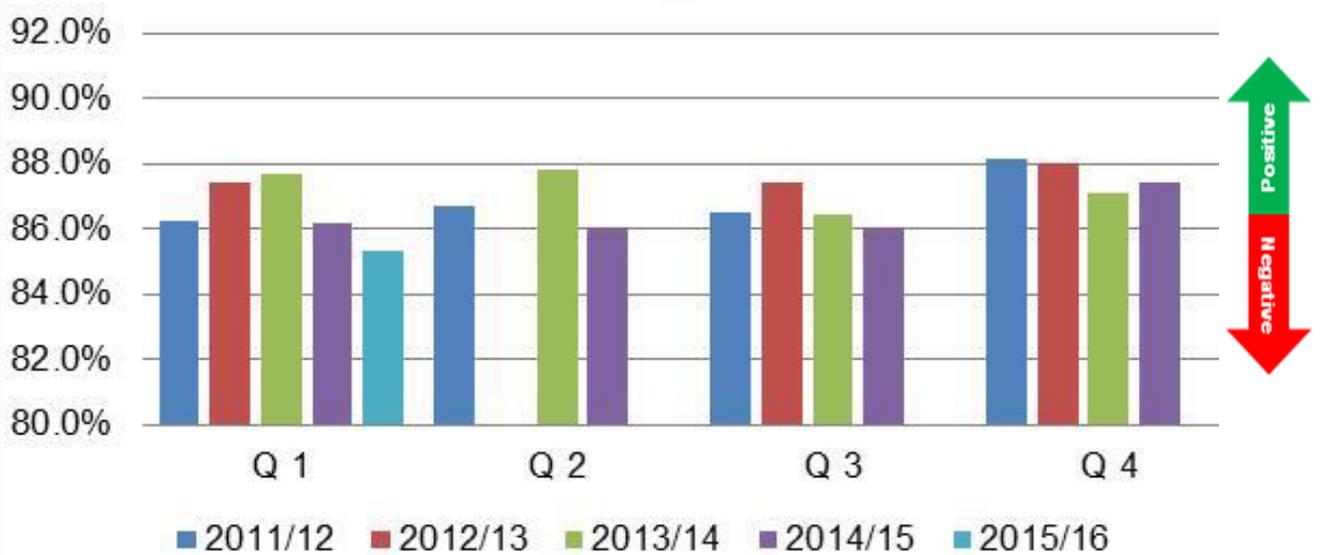
The statistics in graph 1a are represented as a line graph in graph 1b. Please note there is no figure for the quarter 2 2012-13 due to the Olympic Games.

Graph 1b - Journey Time Reliability on the TLRN in the AM peak since financial Q2 2009-10 (New and old targets —)



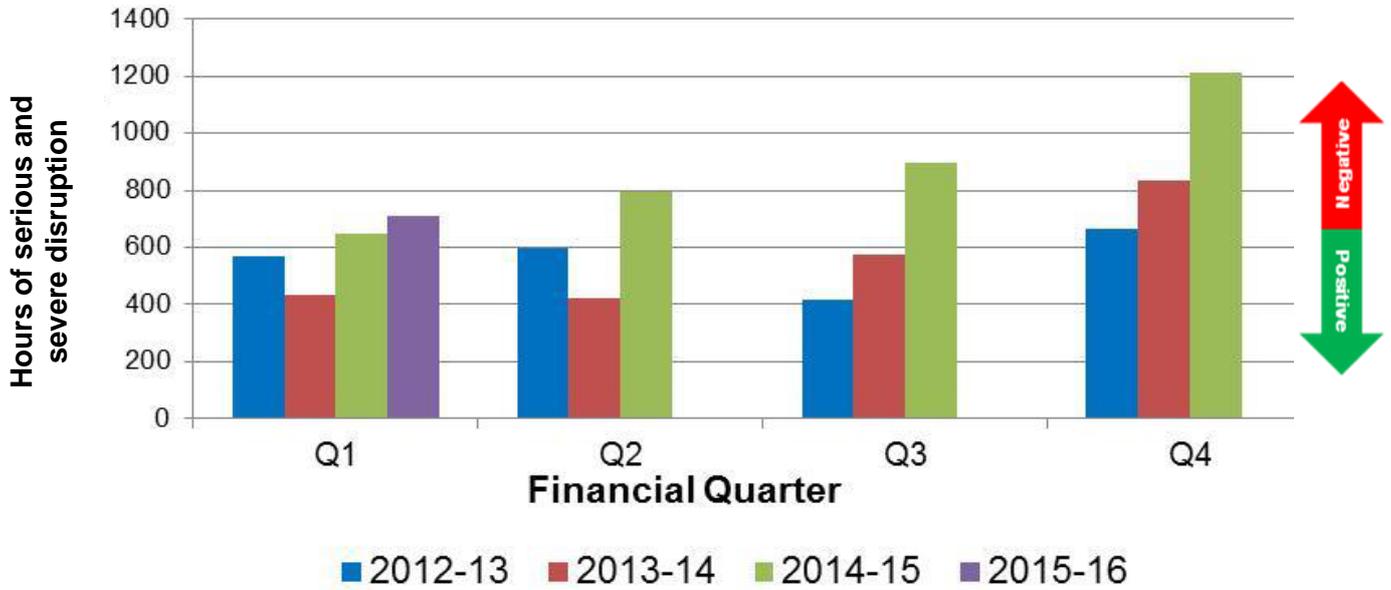
An equivalent JTR figure for the central area is also reported by TfL. This quarter’s figure is 85.4%; this is 0.8 percentage points lower than the same period in 2014-15.

Graph 2 - Journey Time Reliability on the TLRN in central London in the AM peak by financial quarter, Q1 2010-11 to Q1 2015-16



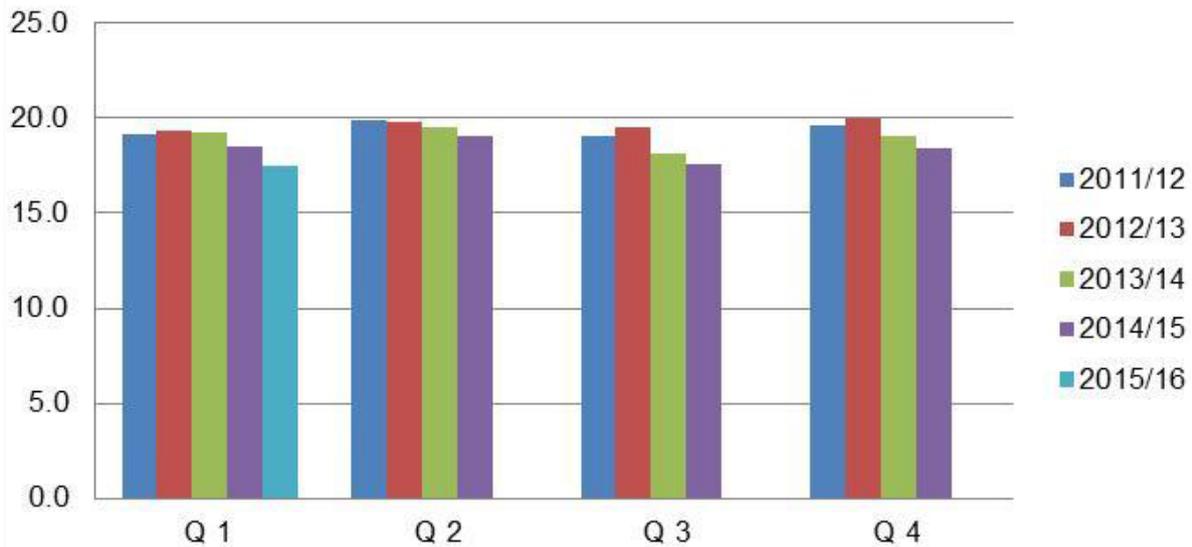
Serious and severe disruption on the TLRN rose in quarter 1 compared to 2014-15 last year. The main contributors include an increase in local highway authority maintenance and other works, increase in traffic collisions, breakdowns, unplanned emergency works, and infrastructure issues. The impact is exacerbated by a rise in traffic volume.

Graph 3 - Duration of TLRN serious & severe unplanned and planned events (hrs) by financial quarters, Q1 2011-12 to Q1 2015-16



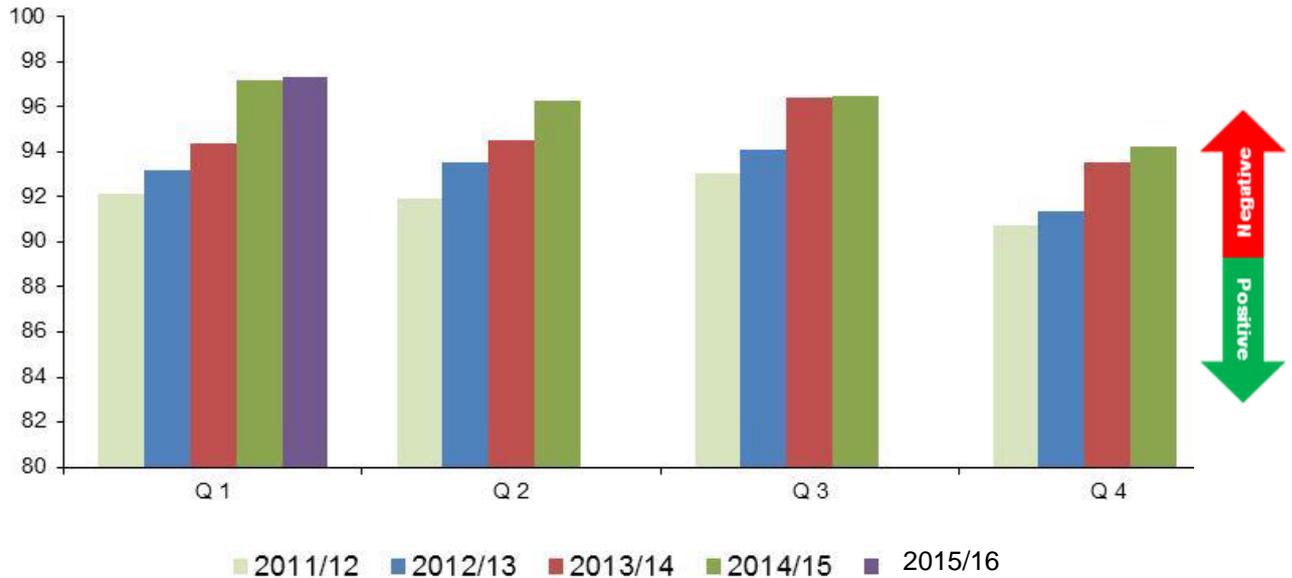
The average traffic speed on London’s major roads in quarter 1 during weekdays decreased compared with the same quarter in 2014-15.

Graph 4 - Traffic speeds (mph) on London’s major roads 12 hrs average weekday between 0700-1900 by financial quarters, Q1 2009-10 to Q1 2015-16



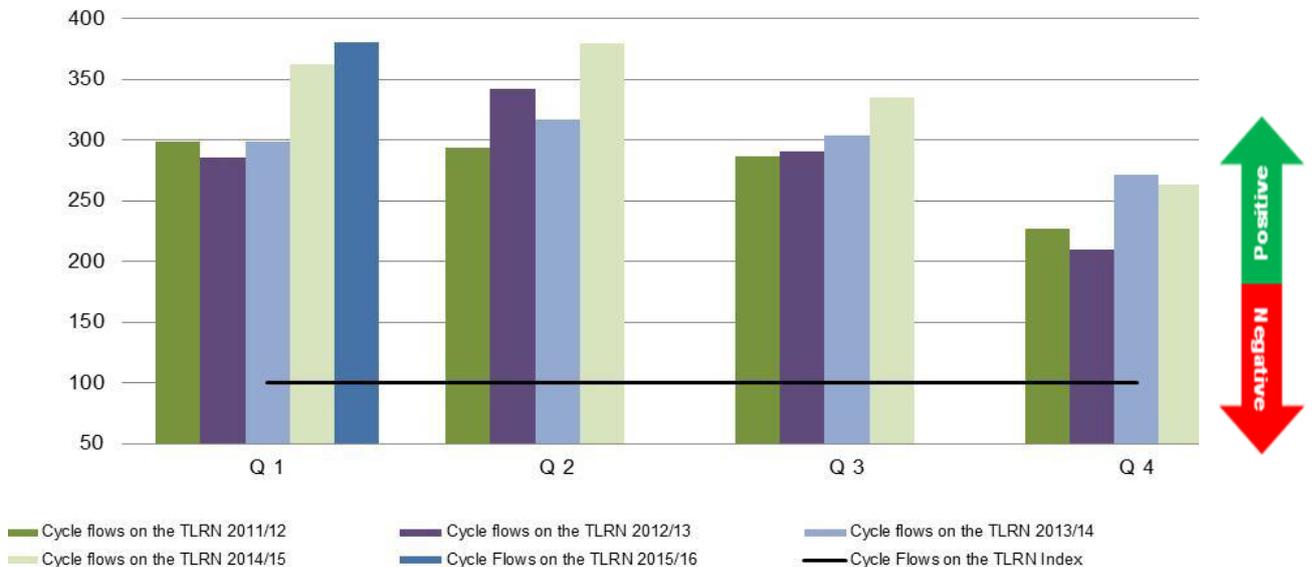
Traffic volumes across London had been generally falling over a number of years, up to 2011/12. This trend is now reversing. Traffic volume growth related to population and employment growth along with reductions in motor traffic capacity are the underlying issues that are leading to increased congestion. The number of private hire vehicles and light goods vehicles is adding to traffic levels.

Graph 5 – Traffic volume on London major roads 24hrs average weekday by financial quarter, indexed period 13 2006-07 = 100



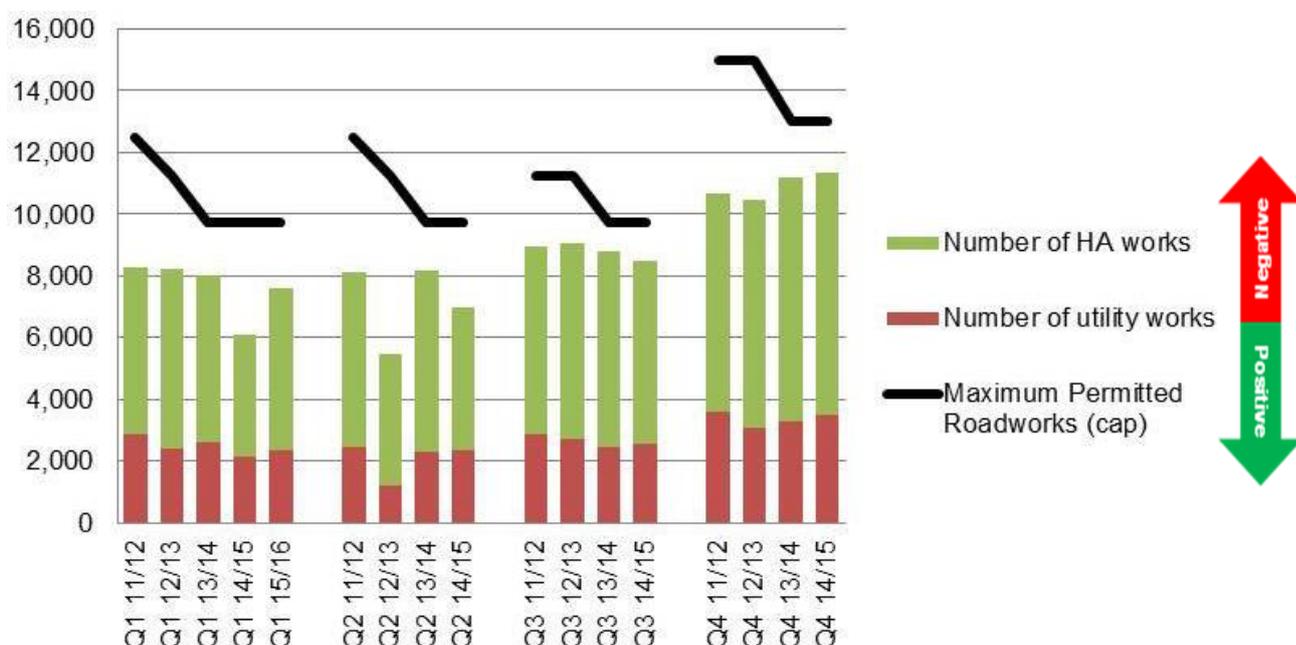
Cycle flows in quarter 1 have increased compared to the same quarter in 2014-15. Minor corrections have been made to the TLRN cycling index methodology to ensure it accurately reflects recent cycle flows.

Graph 6 – Cycle flows on the TLRN – by financial quarter indexed to March 2000 = 100. Q1 2008-09 to Q1 2015-16



Graph 7 shows the number of road works on the TLRN since quarter 1 2011-12. This shows that there was an increase in the number of road works, when compared to Q1 2014-15, but the number of road works has been contained below TfL’s target maximum.

Graph 7 - Number of road works on the TLRN, Q1 2011-12 to Q1 2015-16

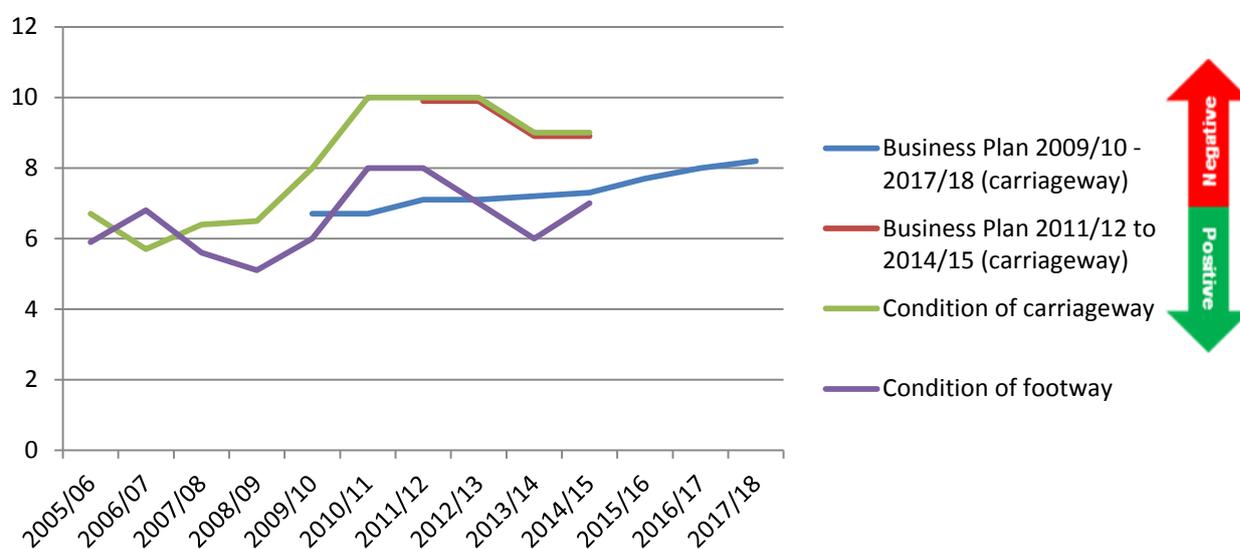


The percentage of roads not in a ‘good state of repair’ is significantly above the target (poorer) than a previous business plan target. However, this target has been relaxed in the latest business plan, and is now being met. TfL tell us this is a sustainable target. London TravelWatch would oppose any further relaxation. There has been an improvement in the condition of the TLRN pavements this year.

[Note: the green and purple lines show the percentage of carriageway and pavement that is assessed as in need of repair. The blue and red lines show business plan projections.]

This is an annual survey reported at the end of the financial year.

Graph 8 – 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.

Table 2 – Customer satisfaction – traffic scores

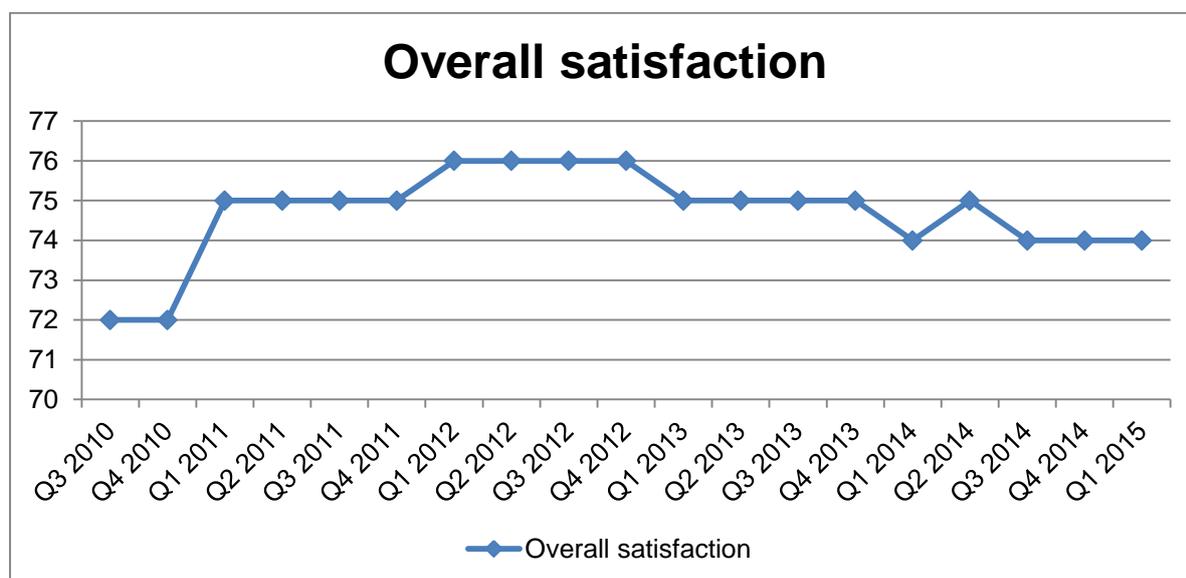
Indicator	Q3 2010	Q3 2011	Q3 2012	Q3 2013	Q1 2014	Q2 2014	Q3 2014	Q4 2014	Q1 2015
Overall satisfaction	72	75	76	75	75	75	74	74	74
Working condition of traffic lights	75	77	78	77	79	79	79	78	77
Could accurately estimate how long journey would take	70	73	75	73	74	74	74	74	72
Up to the minute information about delays and disruption	68	72	74	72	73	73	73	73	72
Management of road works	67	70	73	71	72	73	72	72	72
Traffic congestion	63	67	69	67	68	69	67	68	68

Table 3 – Customer satisfaction – roads scores

Indicator	Q3 2010	Q3 2011	Q3 2012	Q3 2013	Q1 2014	Q2 2014	Q3 2014	Q4 2014	Q1 2015
Street lighting	75	77	77	76	78	78	77	77	76
Condition of road surfaces	68	70	73	71	69	70	72	72	72

Graph 9 shows the overall customer satisfaction scores for the TLRN since Q3 2010.

Graph 9 – Overall satisfaction since Q3 2010 to Q1 2015



TfL reports quarterly figures for the number of complaints they receive per 100,000 journeys. These are available for all modes, including streets, which is being reported for the first time

For the first time TfL are reporting the number of streets complaints. In Q1 2015-16, TfL Streets received 0.18 complaints per 100,000 journeys. There is no comparative figure for previous quarters.

Table 4 shows a summary of all of the 2015-16 TfL business plan targets for streets that do not relate to safety.

Table 4 – Q1 2015-16 London Streets TfL business plan key performance Indicator (KPI)

KPI	Q1 Target 2015-16	Current performance level
Journey Time Reliability (seasonal target)	86.9%	87.7%
TLRN cycling journeys (seasonal target and indexed 100 at March 2000)	368	380
% of road assets not in good repair (annual figure for 2009-2010)	10%*	8%
Traffic signal availability	99.1%	96.5%

*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. JTR was above target this quarter.

There has been a reversal in the long term trend of reducing traffic volume in London which, if it continues, will mean increased congestion levels and the problems this will bring in the future. JTR in Q1 2015-16, was 87.7%, 0.7 percentage points above a new lower (easier) target and 0.5 percentage points below the same quarter in 2014-15. To improve JTR to its pre- Roads Modernisation Plan figure of 90% will mean substantive investment and policy response.

Whilst it is noted that TfL's carriageway condition target is met, London TravelWatch is concerned to see improvements in this area as the condition of the carriageway affects the journey experience of all the users of London's roads.

3 London Buses

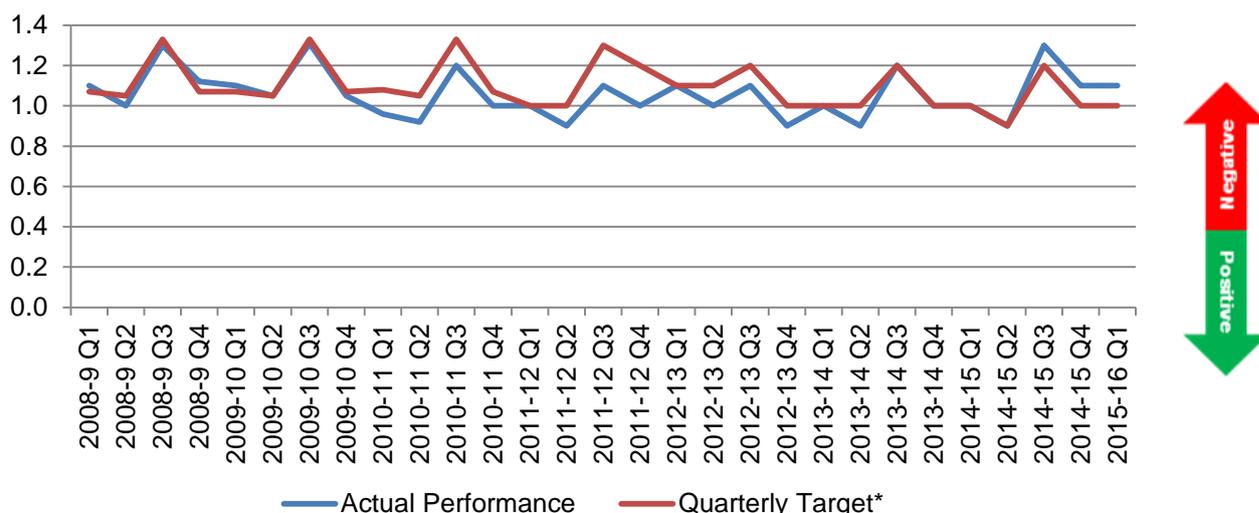
This section of the report outlines the performance of the London bus network in the first quarter of 2015-16

Overall bus network performance

For the overall bus network, the two most significant measures of bus performance, that reflect passengers' experience, are Excess Wait Time (EWT), and the percentage of scheduled kilometres operated. Between them, they show whether the planned frequency of bus services is being achieved.

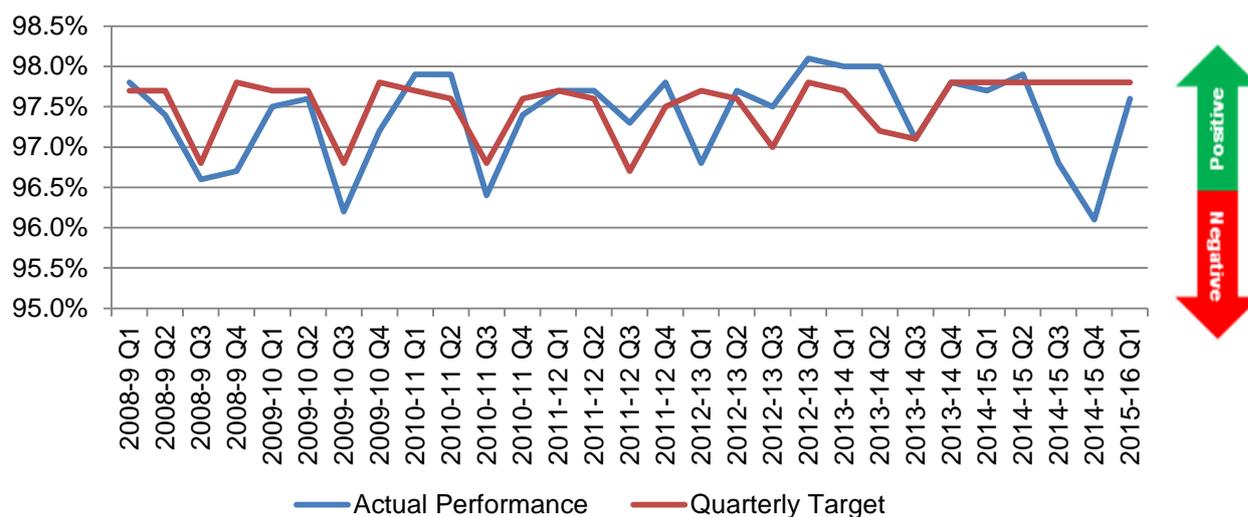
EWT is the measure that indicates the additional minutes wait time for passengers beyond the scheduled value on high frequency bus routes. EWT was 1.1, which was above (worse than) the target for this quarter (Q1 2015-16). See Graph 10.

Graph 10 – Q1 2008-09- Q1 2015-16, 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. Quarterly target figures are no longer made public by TfL. The quarterly target figure used is from Q4 2013-14.

Graph 11 – Q1 2008-09- Q1 2015-16, Percentage of scheduled bus kilometres operated



Focus on poor 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 378 high frequency bus routes in quarter 1 2015-16, 105 were below the contracted minimum standard, 47 operated at the contracted standard, and 226 performed better than the contracted standard. This is deterioration on the same quarter of last year which in which only 73 routes operated below standard.

Poor performance on the bus network is often because of those 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. Of these bus routes, 66, 145, 168, 364 and W15 were of particular concern to London TravelWatch as they have had persistent poor performance. London TravelWatch has asked TfL what the issues are for these routes and will continue to monitor them. TfL informed London TravelWatch that:

Route 66: New schedule to improve reliability. One additional bus introduced on all days.

Route 145: We are reviewing this route.

Route 168: We are looking to increase the number of buses on this route by 2. The scheme is waiting approval.

Route 364: Reliability scheme developed for additional running time, proposed introduction date 17th October.

Route W15: Q1 EWT for the route was affected by the mini-Holland works in Marshall Road at the junction with Ruckholt Road which commenced in early May (P2). EWT for Q1 was 1.96 compared to standard of 1.2. The initial works were not expected to have a major impact on the W15, but delays of 20-25 minutes were experienced from day 1. An emergency schedule with one additional bus had been agreed for any mini-Holland works and this was submitted for approval of costs for introduction as soon as possible (13 June 2015) and removed following completion of the works on 29 August.

Bus stop accessibility

Based on TfL’s audit of bus stops, 82.9% of all bus stops across the network meet TfL’s exacting accessibility criteria. On the TfL road network, the figure is higher at 95.9%.

Graph 12 shows the accessibility on the TLRN and on borough roads along with targets for bus stop accessibility. The blue line represents the Mayor’s new target to 2016. The red line (a lower target) is from the 2009-10 to 2017-18 Business Plan. The new target set by the Mayor is very welcome, but will be challenging to achieve in a relatively short time frame.

We also understand that two boroughs, Kingston and the City of London have reached the milestone of 100% of their stops that are accessible which demonstrates that this is achievable in both an inner and outer London street environment.

Graph 12 – Bus stop accessibility 2008-09 to 2017-18 target and progress to date

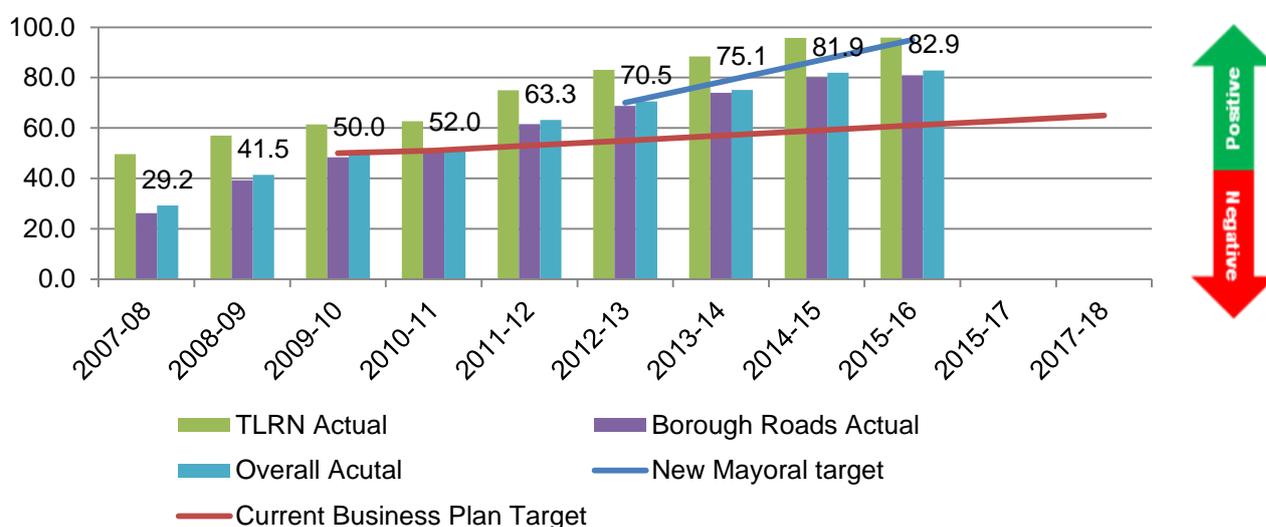


Table 5 shows the percentage of bus stops in each borough that are accessibility compliant. Whilst there is much to do in some boroughs there has been a great improvement across all boroughs. Members may wish to consider what more might now be done to promote the issue of making Hail and Ride accessible as it often is not due to the lack of fixed accessible stops.

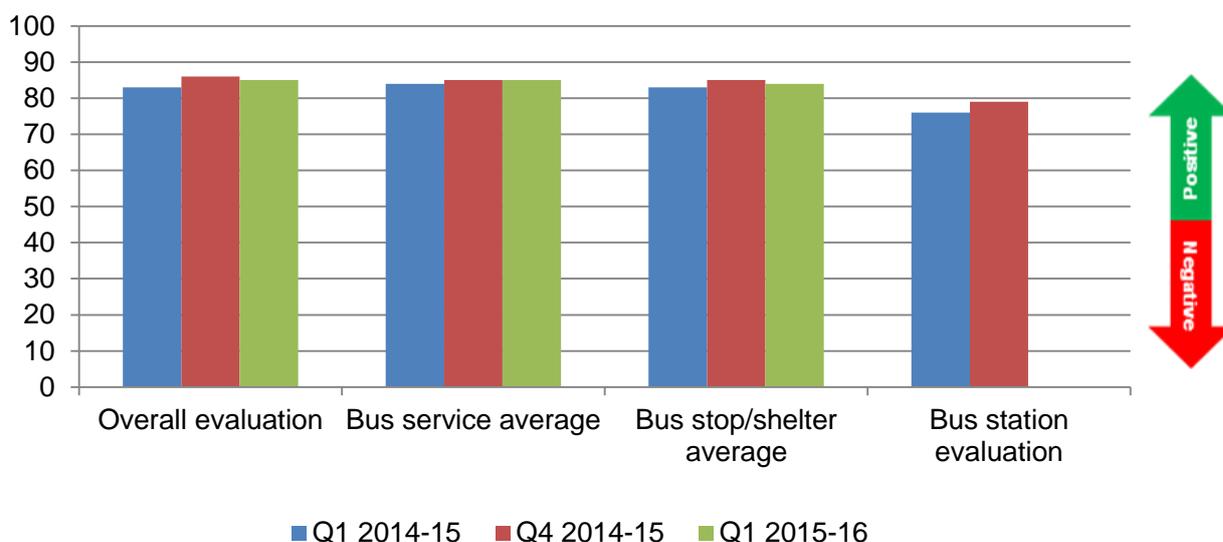
Table 5 – Compliant accessible bus stops by borough

Borough	Total Audited Stops	% Compliant
	17336	83
City of London	140	100
Kingston	387	100
Islington	350	98
Sutton	346	97
Hackney	420	96
Tower Hamlets	429	96
Hammersmith & Fulham	270	96
Kensington & Chelsea	259	96
Harrow	398	95
Wandsworth	502	94
Ealing	701	94
Brent	584	93
Southwark	620	91
Westminster	521	90
Lambeth	574	87
Merton	432	87
Greenwich	699	85
Haringey	394	85
Bexley	578	83
Camden	452	83
Enfield	556	82
Croydon	985	82
Lewisham	599	81
Waltham Forest	501	80
Richmond	470	80
Barking & Dagenham	372	80
Hillingdon	740	79
Newham	522	79
Hounslow	656	74
Havering	659	72
Redbridge	504	64
Bromley	1040	62
Barnet	816	59

Customer Service

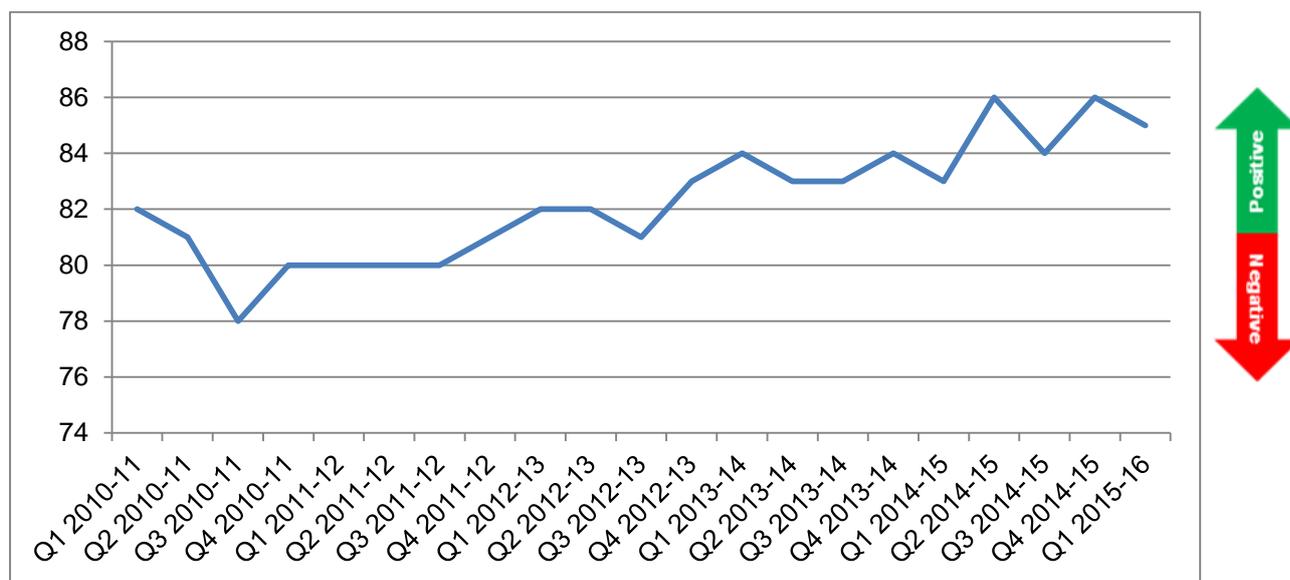
Customer satisfaction figures for the last two quarters, along with the comparison from one year ago, are shown in Graph 13. Customer satisfaction has decreased when compared to the previous quarter (Q4 2014-15), but higher than the same period a year ago (Q1 2014-15). Please note: bus stations evaluation changed from quarterly to annual for 2015-16, with the survey running in Q4 only.

Graph 13 – Q1 2014-15, Q4 2014-15 and Q1 2015-16 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 2015-16



Overall complaints received are higher than the same quarter a year ago. London Buses received 2.52 complaints per 100,000 journeys in quarter 1 2015-16. The increase in complaints is also partly attributed to increased congestion and the worsening of bus reliability, and (TfL tell us) the next-bus apps, some of which include on-screen complaint forms.

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

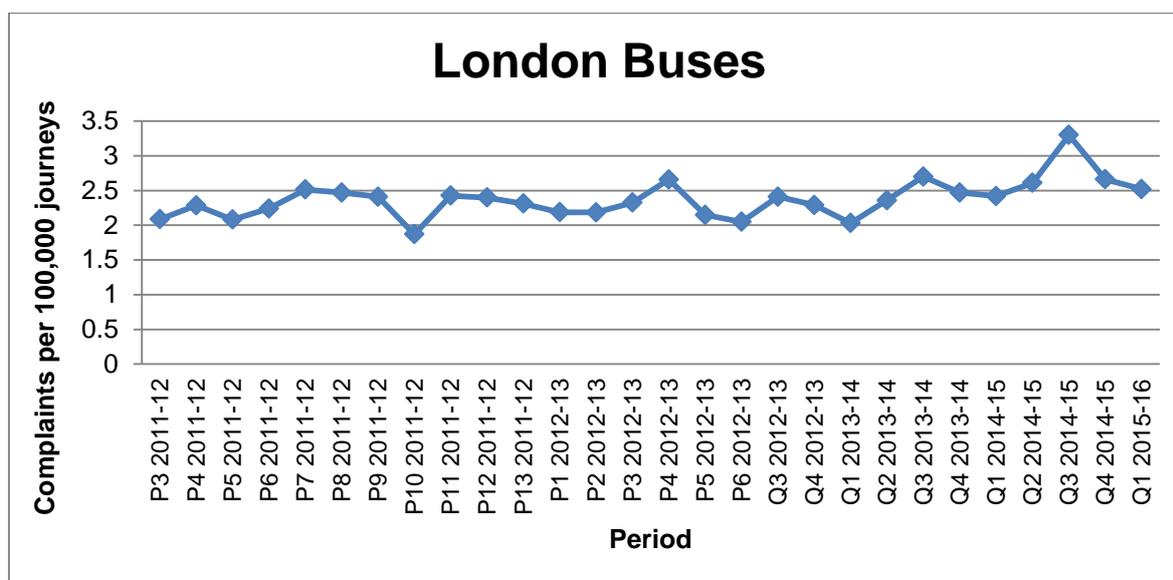


Table 6 shows a summary of the 2015-16 TfL Business Plan targets for London Buses.

Table 6 – Q1 2015-16 London Buses business plan key performance indicator (KPI)

KPI	Q1 Target 2015-16	Current performance level
Customer satisfaction – overall	84	85
Excess wait time – high frequency routes	1 minute	1.1 minute
% of Scheduled services operated	97.8%*	97.7%

London TravelWatch’s overall performance assessment of London Buses is as follows.

Customer satisfaction has decreased when compared to the previous quarter, but higher than the same period a year ago (Q1 2014-15). Bus stations evaluation changed from quarterly to annual for 2015-16, with the survey running in Q4 only.

High frequency bus routes performance in quarter 1 has declined when compared to the previous quarter (Q4 2014-15).

TfL and the boroughs continue to increase the number of fully accessible bus stops in response to London TravelWatch campaigning over the last few years. This is very welcome.

The growth in demand and rising levels of congestion is impacting on reliability and this along with journey time need constant monitoring.

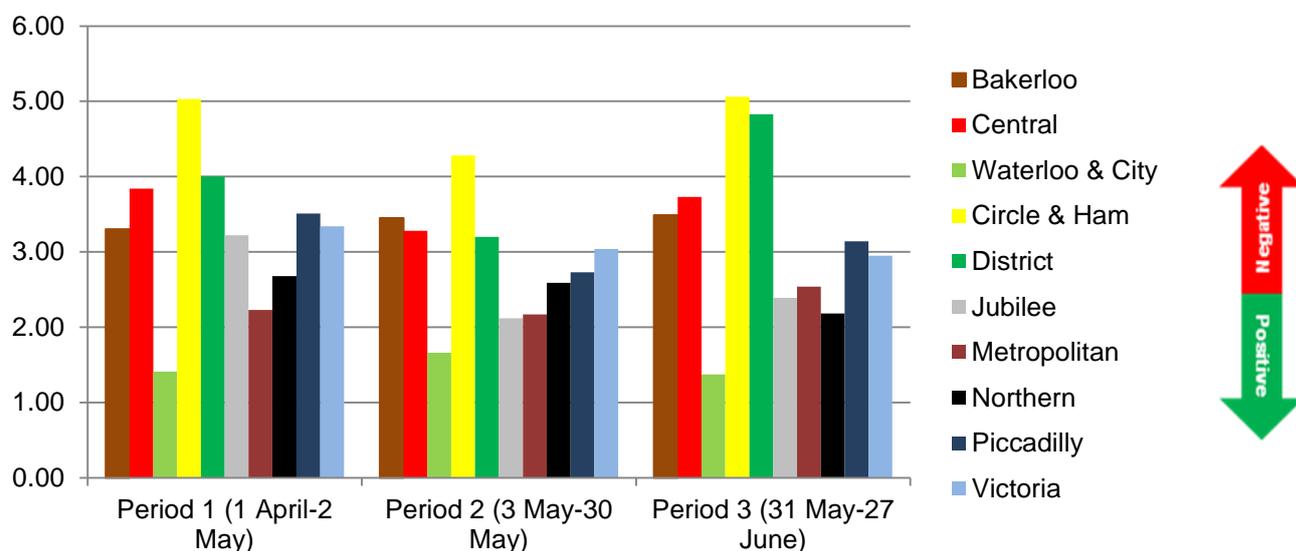
It remains a concern of London TravelWatch that not enough is being done to deliver bus priority on the streets used by London's bus services. Indeed some bus priority continues to be lost to cycle, town centre and other schemes. Where such losses occur there should be complementary improvement to bus priority elsewhere along the routes affected. TfL must establish a bus priority team and budget to deliver additional bus priority on both their and borough controlled roads.

4 London Underground

In this section, the performance of London Underground for the first quarter of the financial year 2015-16 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 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.

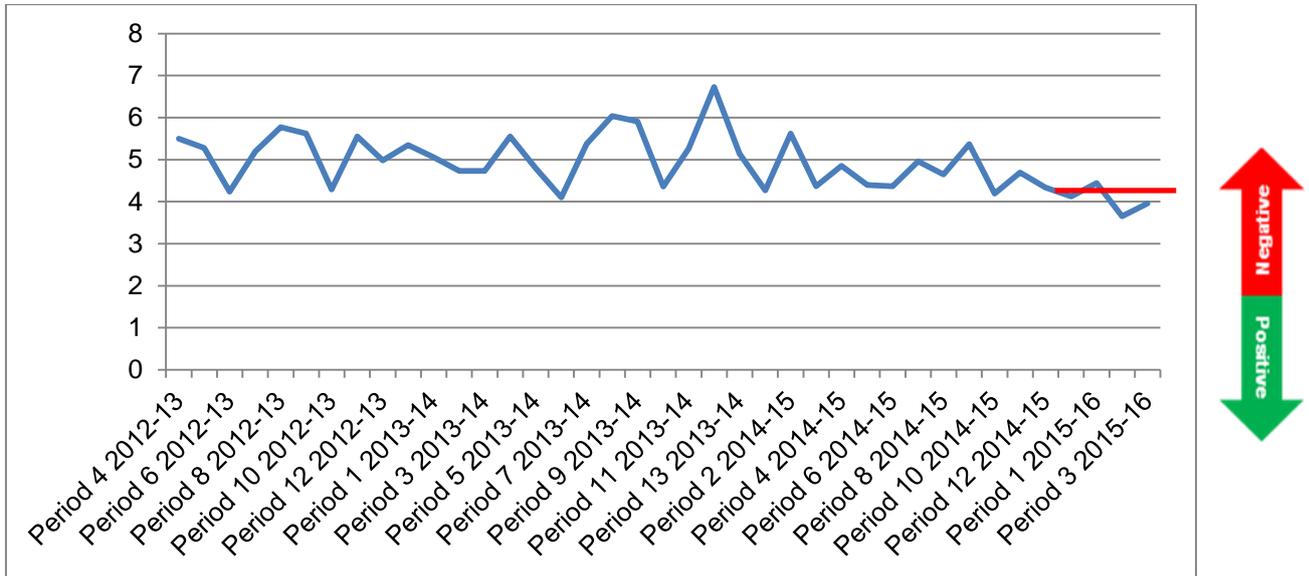
Graph 16 – P1 2015-16 to P3 2015-16, Excess Journey Time by Underground line (minutes)



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 2013-14 business plan. It should be noted that this network target is somewhat tighter than the previous year’s target and will tighten further in future years. While there are occasional high profile disruption events on the underground, performance is on an improving trend.

Graph 17 – P10 2011-12 to P3 2015-16, Excess Journey Time measure for the network (minutes). The red line is the TfL target.

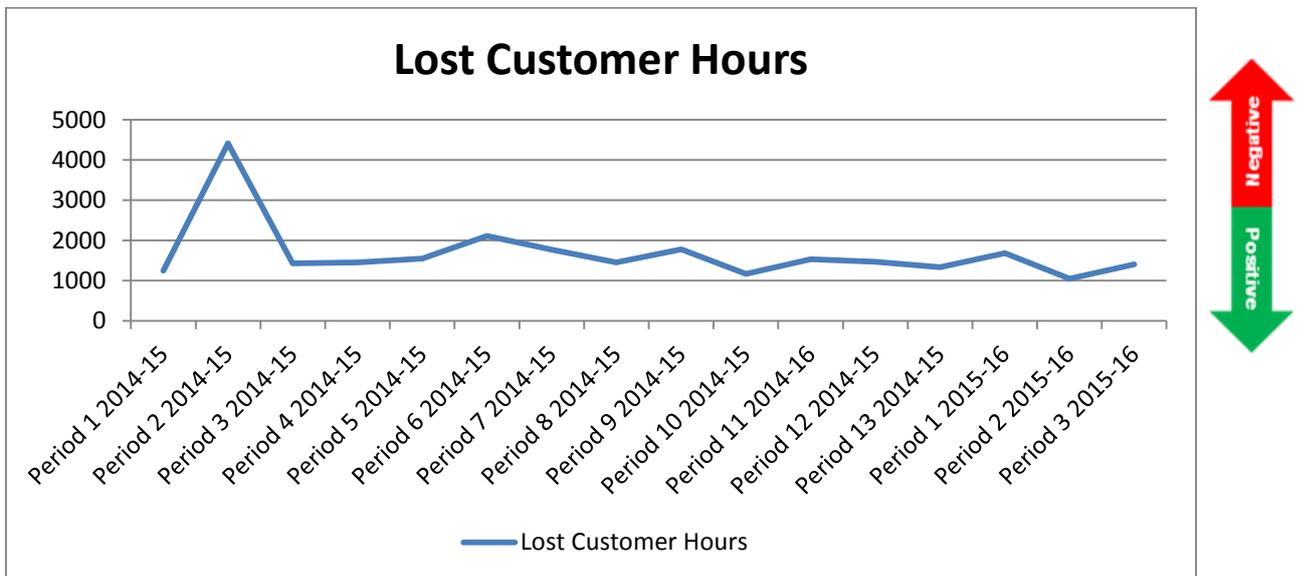


Lost customer hours

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 lost customer hours than an incident of the same length in Zone 6 on a Sunday morning.

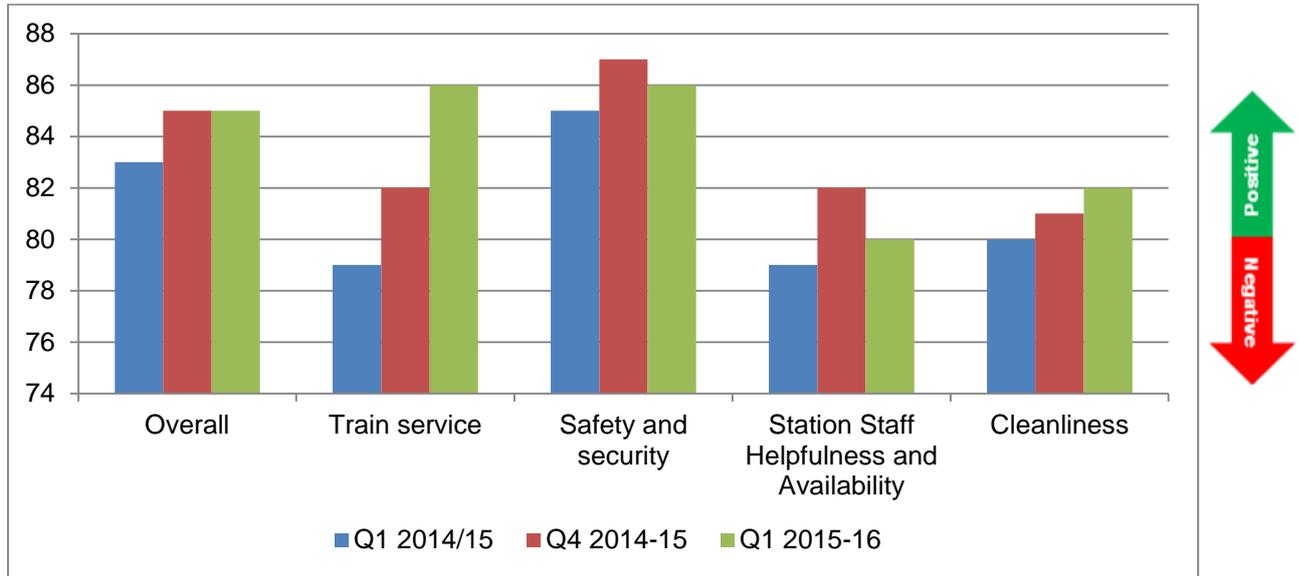
LCH figures since P1 2014-15 are shown in the Graph 18. The year is divided into 13 four week periods, starting on April 1st.

Graph 18 - P1 2014-15 to P3 2015-16 Lost Customer Hours



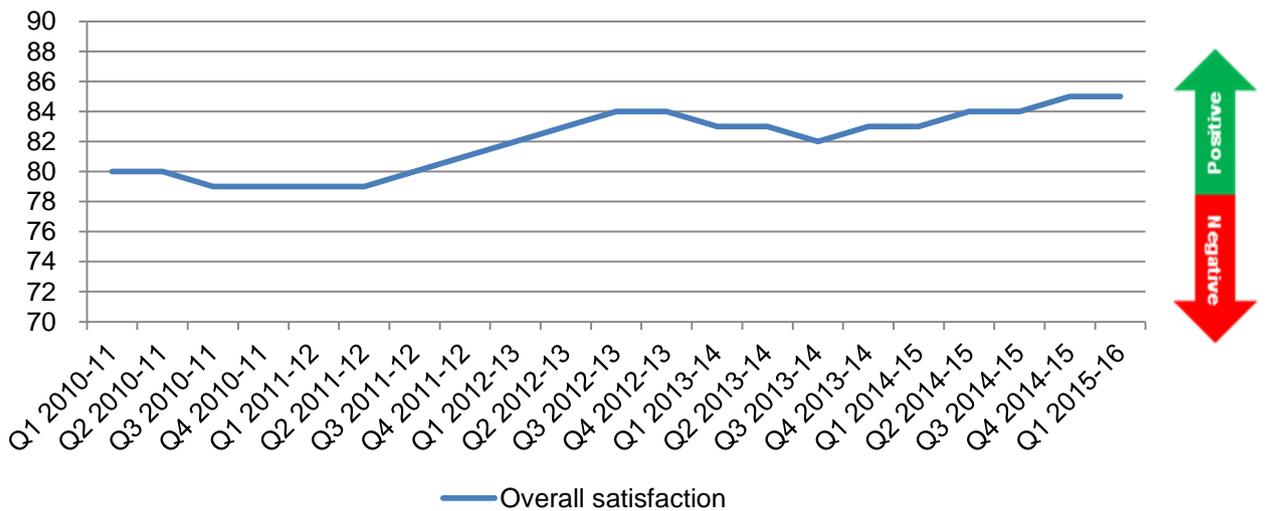
Customer satisfaction figures for the last two quarters, along with the comparison from one year ago, are shown in the Graph 19

Graph 19 – Q1 2014-15, Q4 2014-15 and Q1 2015-16 London Underground customer satisfaction scores



Graph 20 shows the overall satisfaction score with London Underground services since Q1 2010-11.

Graph 20 – Overall satisfaction, Q1 2010-11 to Q1 2015-16



Complaints to London Underground (LUL) were lower than the number received in the corresponding quarter a year ago (Q1 2014-15). LUL received 0.92 complaints per 100,000 journeys. Delayed journeys continue to be most complained about issue.

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

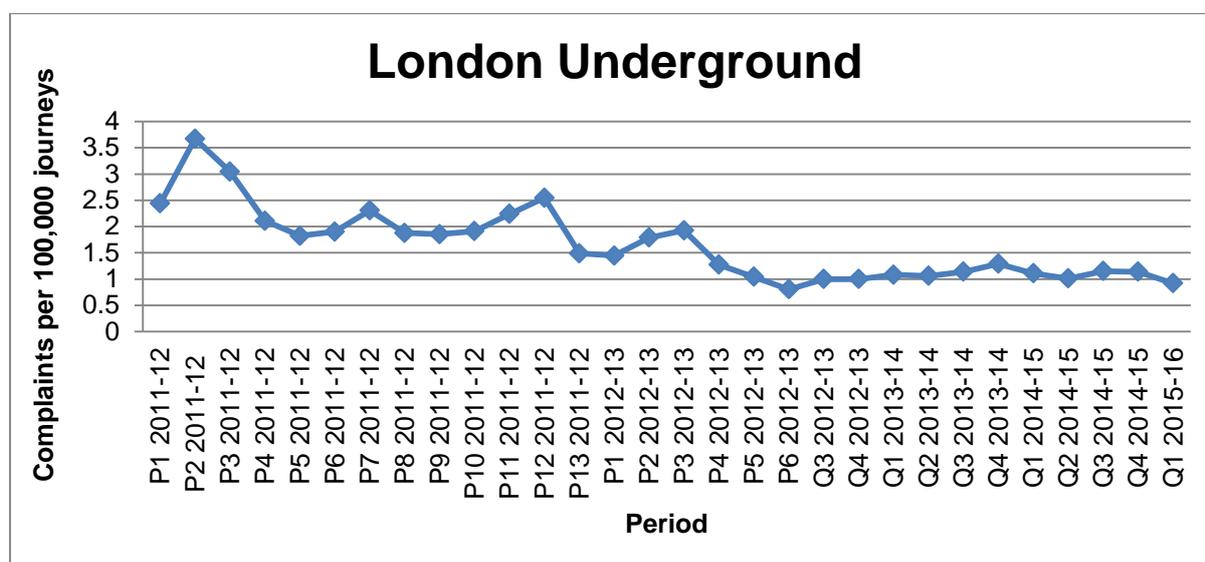


Table 7 shows a summary of all of the 2015-16 TfL business plan targets for London Underground.

Table 7 – Q1 2015-16 London Underground TfL business plan key performance indicator (KPI)

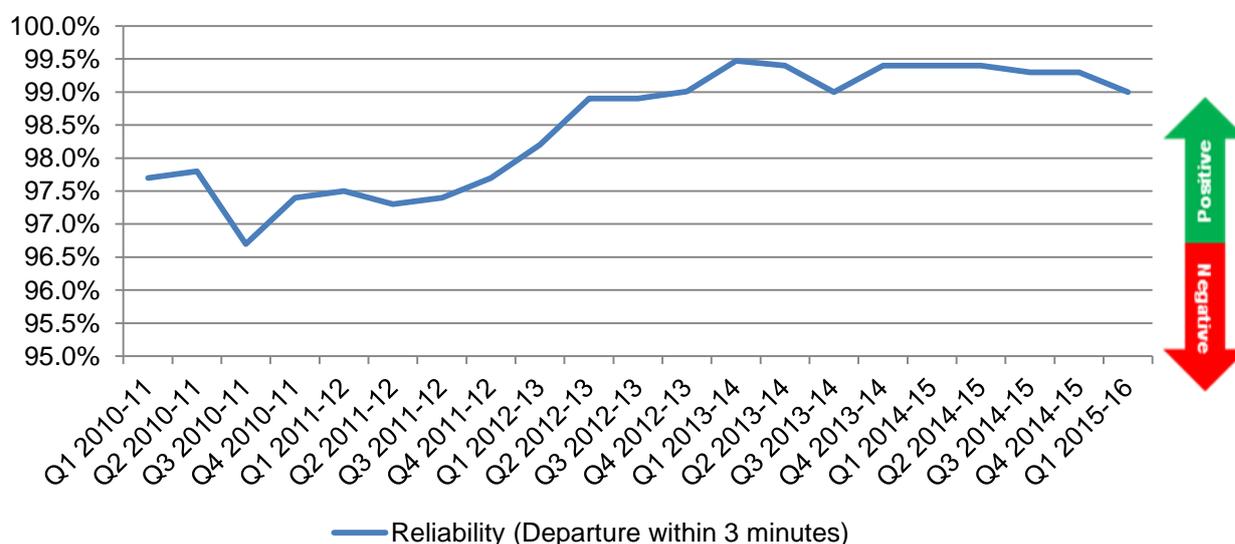
KPI	Q1 Target 2015-16	Current performance level
Customer satisfaction score – overall	84	85
Excess Journey Time	4.3 minutes	4.0 minutes
% of Scheduled services operated	98.2%	98.3%
London TravelWatch’s overall performance assessment of London Underground is as follows.		
Customer satisfaction scores have remained high this quarter and are better than target.		
Excess Journey Time is also better than target.		

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.

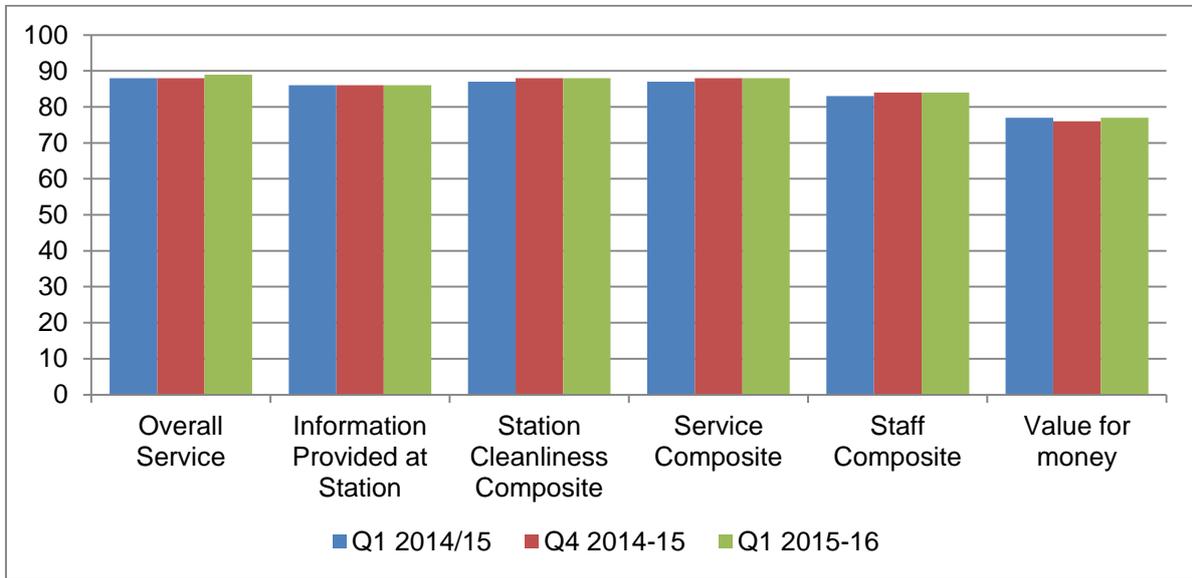
DLR’s network-wide performance measure is ‘departure reliability’. This is the percentage of intervals between trains at terminal stations no more than three minutes greater than the published service intervals.

Graph 22 – Q1 2010-11 to Q1 2015-16 reliability (departure within 3 minutes of published service intervals)



Customer satisfaction with the Docklands Light Railway remains high.

Graph 23 – Q1 2014-15, Q4 2014-15, Q1 2015-16 DLR customer satisfaction scores



Graph 24 – Q1 2010-11 to Q1 2015-16 DLR overall customer satisfaction scores



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

Complaints rate were lower this quarter compared to the previous quarter and the same period last year (Q1 2014-15). 1.15 complaints were received per 100,000 journeys. Complaints were mainly about ticket machines. The overall continued reduction is due to resolution of issues surrounding these ticket machines which have been a problem for the DLR for a long time..

Graph 25 – Customer complaints received by TfL for every 100,000 journeys

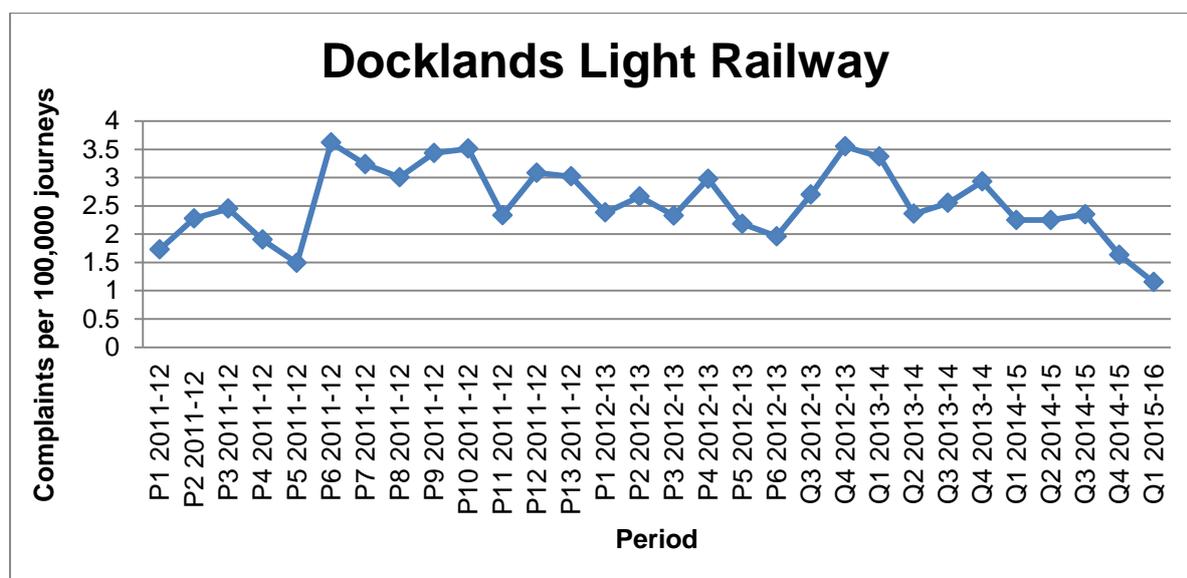


Table 8 – Q1 2015-16 DLR TfL business plan key performance Indicator (KPI)

KPI	Q1 Target 2015-16	Current performance level
Customer satisfaction score – overall	88	89
On-time performance	98.8%	99.0%

London TravelWatch’s overall performance assessment of Docklands Light Railway is as follows.

DLR performance is as high this quarter and the previous two as it has been in several years.

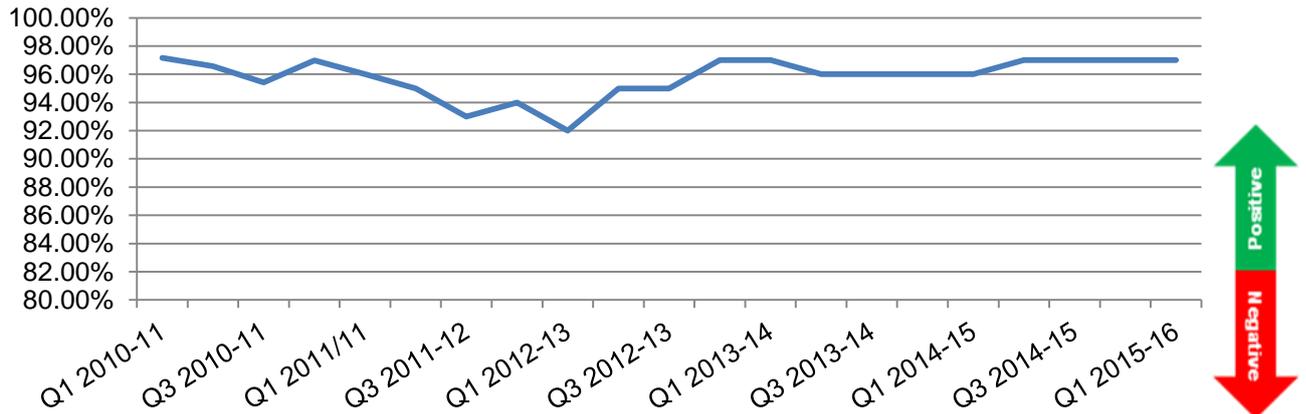
Customer satisfactions scores are high. The overall customer satisfaction score was one point above target.

Customer complaints, (mostly about ticket machines), were lower this quarter compared to the previous quarter (Q4 2014-15) and the same period last year (Q1 2014-15). The overall continued reduction in complaints is due to resolution of issues surrounding ticket machines.

6 London Tramlink

London Tramlink reports a public performance measure, the percentage of trams that arrive within five minutes of the scheduled time. But, there is no associated target.

Graph 26 – Q1 2010-11 to Q1 2015-16, public performance measure (per cent)



Customer satisfaction scores on Tramlink are shown in graph 28.

Graph 27 – Q1 2014-15, Q4 2014-15 & Q1 2015-16 customer satisfaction scores

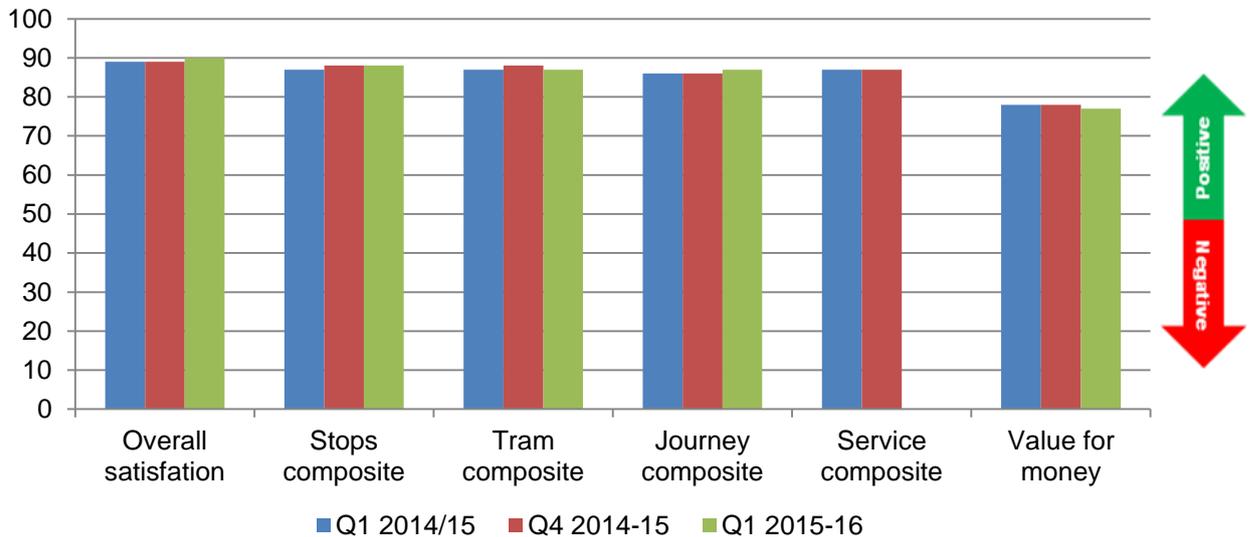
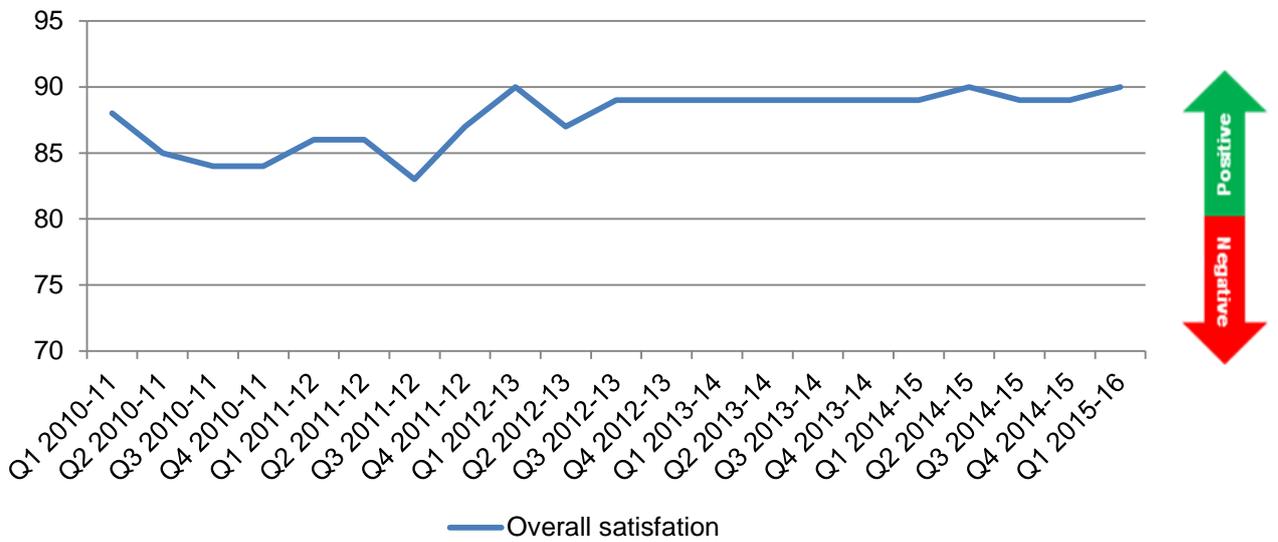


Figure for service composite was not available for Q1 2015-16.

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



In Q1 2015-16, Tramlink received 1.74 complaints per 100,000 journeys. Complaints were higher than the same quarter in Q1 2014-15. From Q3 2013-14, Tramlink complaints have been re-categorised. Any previous contact was classed as complaints; this is now based on genuine complaints only. Issues of complaints centred on engineering closures and changes to the timetable required to facilitate the works in Croydon.

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

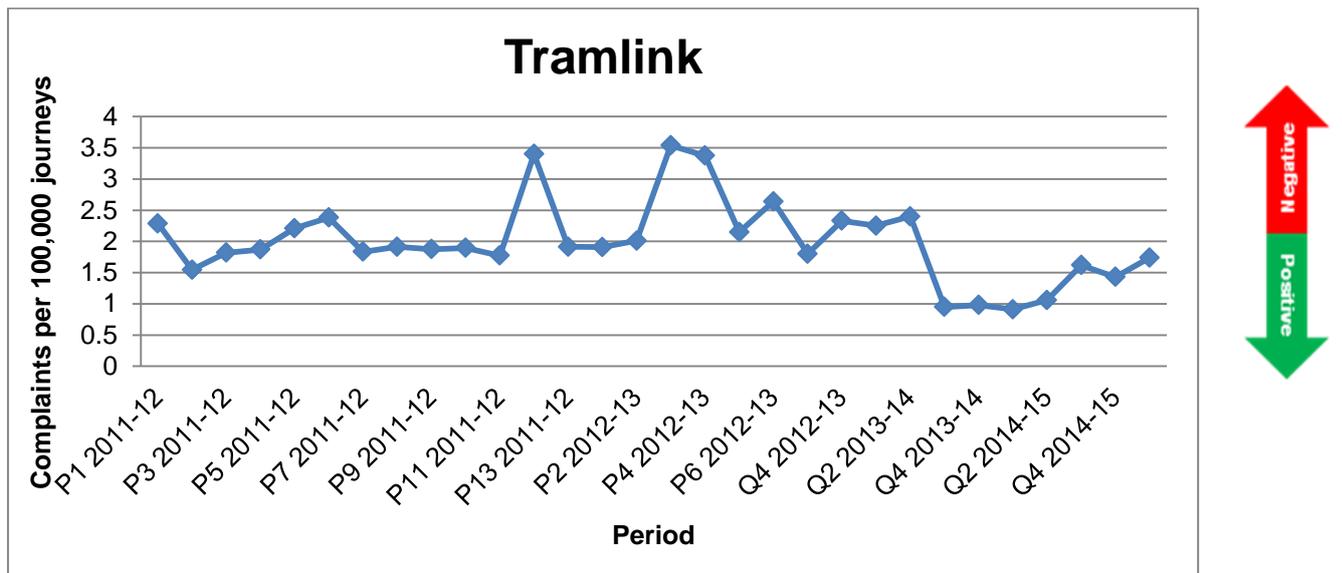


Table 9 shows a summary of all of the 2015-16 TfL Business Plan targets for London Tramlink.

Table 9 – Q1 2015-16 London Tramlink TfL business plan key performance Indicator (KPI)

KPI	Q1 Target 2015-16	Current performance level
Customer satisfaction score – overall	89	90
<p>London TravelWatch's overall performance assessment of London Tramlink is as follows.</p> <p>Customer satisfaction is above target. Value for money is lower than the previous quarter (Q4 2014-15) and the same quarter a year ago (Q1 2014-15). Issues of complaints centred on engineering closures and changes to the timetable required to facilitate the works in Croydon.</p>		

7 London Overground

London Overground’s public performance measure (PPM) for the first quarter was 94.5%. This was 2.2 percentage points lower than the same quarter last year (Q1 2015-16). Please note this is a Network Rail statistic.

The National Rail Passenger Survey results are from the spring 2015 wave of surveys. Passenger satisfaction has decreased since the last spring survey. The percentage of passengers satisfied was 87% compared with 88% in autumn 2014 and 91% in spring 2014. This figure is close to that of equivalent south east TOCs.

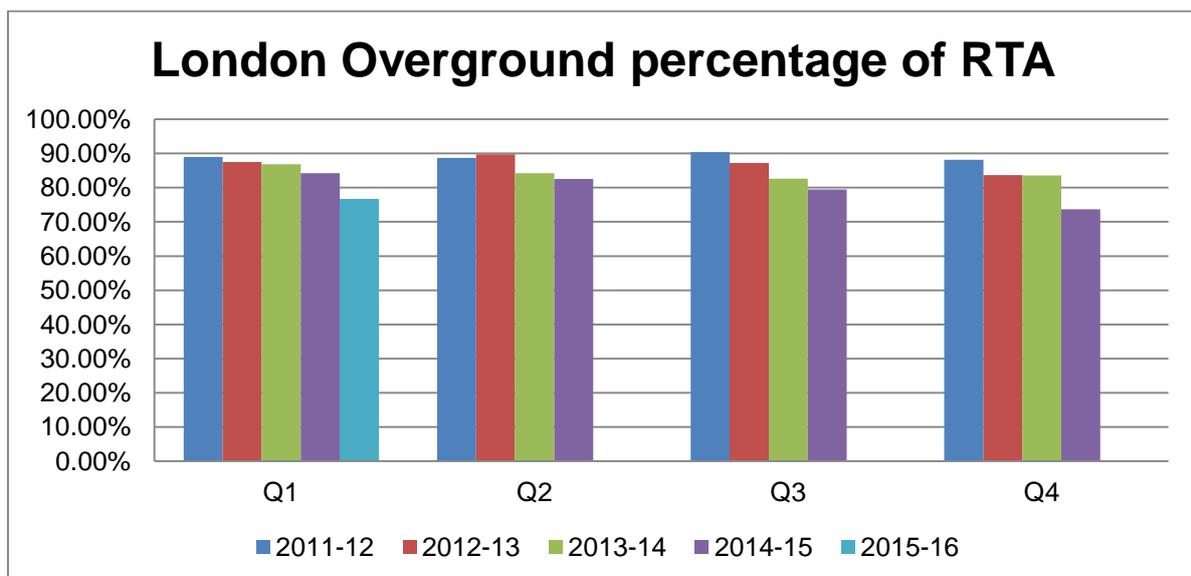
TfL’s own customer satisfaction score is above target.

Right time arrival

London TravelWatch members have asked that Right Time Arrival (RTA) be included in this report. 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 train operating company (TOCs), however this month’s RTA was again very poor compared to all previous quarters. The TOC has seen a deterioration of performance attributed to the knock on effects of the works at London Bridge station and the poor performance of other TOC’s.

Graph 30 – London Overground percentage of RTA



London Overground experienced an increase in complaints compared to the previous corresponding quarter, (Q4 2014-15) receiving 2.90 complaints per 100,000 journeys. Train performance is the most common cause of complaint. Overcrowding has also been a common form of complaint, particularly on the East London Line. London Overground receives the lowest rate of complaints when compared to other London & South East train operators.

Graph 31 – Customer complaints received by TfL for every 100,000 journeys

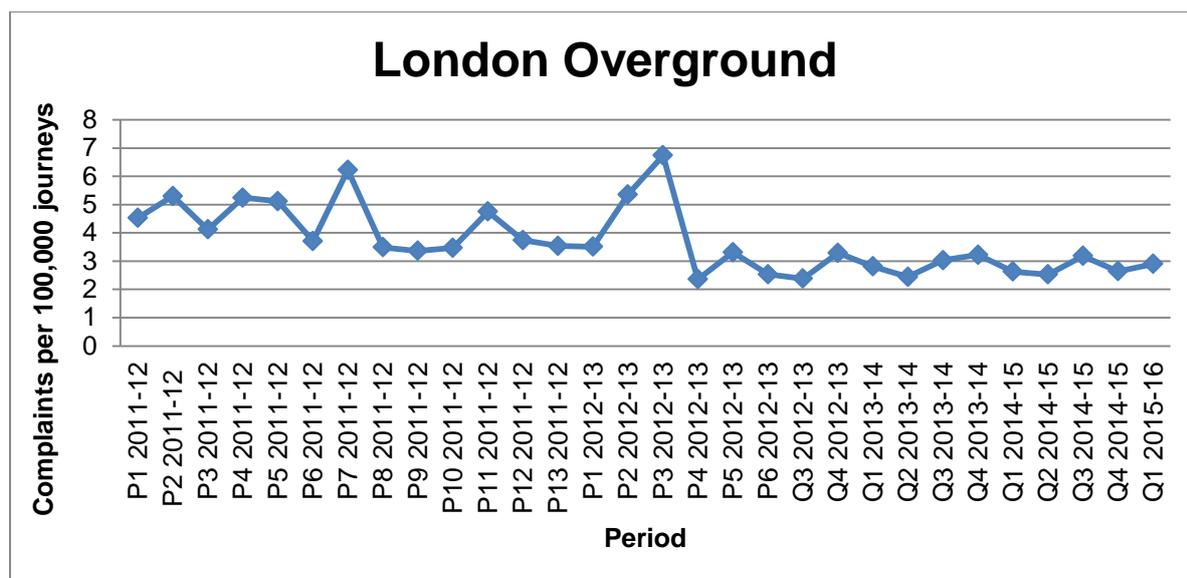


Table 10 – Q1 2015-16 London Overground TfL business plan key performance Indicators (KPI) and National Rail performance figures

National Rail Performance measure	Target 2015-16	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)	87% (Spring 2015)
Public Performance Measure (Network Rail figures)	Average of London and South east TOCs is 86% (Not a TfL target)	94.5%

TfL KPIs	Q1 Target 2015-16	Current performance level
Overall customer satisfaction score (TfL measure)	82	85
On time performance (A TfL measure of PPM Moving Annual Average)	94.5%	94.6%
<p>London TravelWatch's overall performance assessment of London Overground is as follows</p> <p>London Overground is continuing to perform well and achieved its targets, although the RTA is very poor compared to all previous quarters. The TOC has seen a deterioration of performance attributed to the knock on effects of the works at London Bridge and the poor performance of other TOC's. Customer complaints have increased.</p> <p>Crowding on some sections of the London Overground is a regular occurrence. TfL have responded to this with additional carriages on the network, though this may well not be enough to alleviate crowding.</p>		

8 Dial-a-Ride

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 was below target this quarter with a score of 91, compared to 93 a year ago (Q1 2014-15). Dial-a-Ride members are very satisfied with driver helpfulness-courtesy, which scores 94 (96 in Q1 2014-15). Satisfaction with the booking process has decreased compared to the same period last year, with a score of 76 (81 Q1 2014-15).

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 decreased compared to the same period last year (Q1 2014-15). Dial-a-ride received 84.6 complaints per 100,000 journeys, which is high compared to other modes. The main source of complaint, booking refusals, have seen a reduction in the number complaints about this element of the service.

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

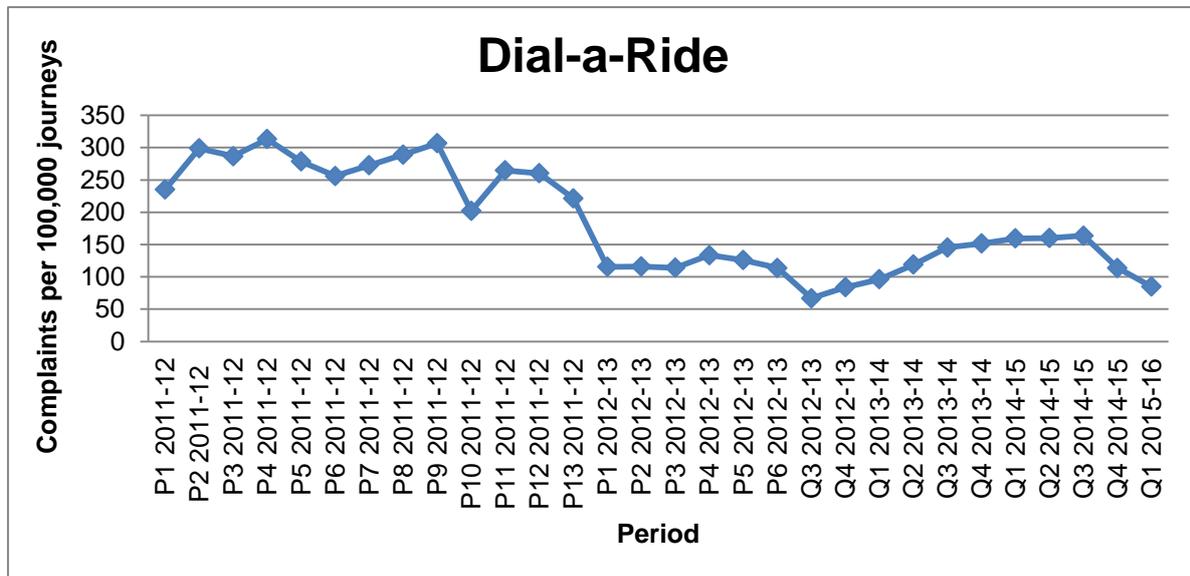


Table 11 – Q1 2015-16 Dial-a-Ride TfL business plan KPIs

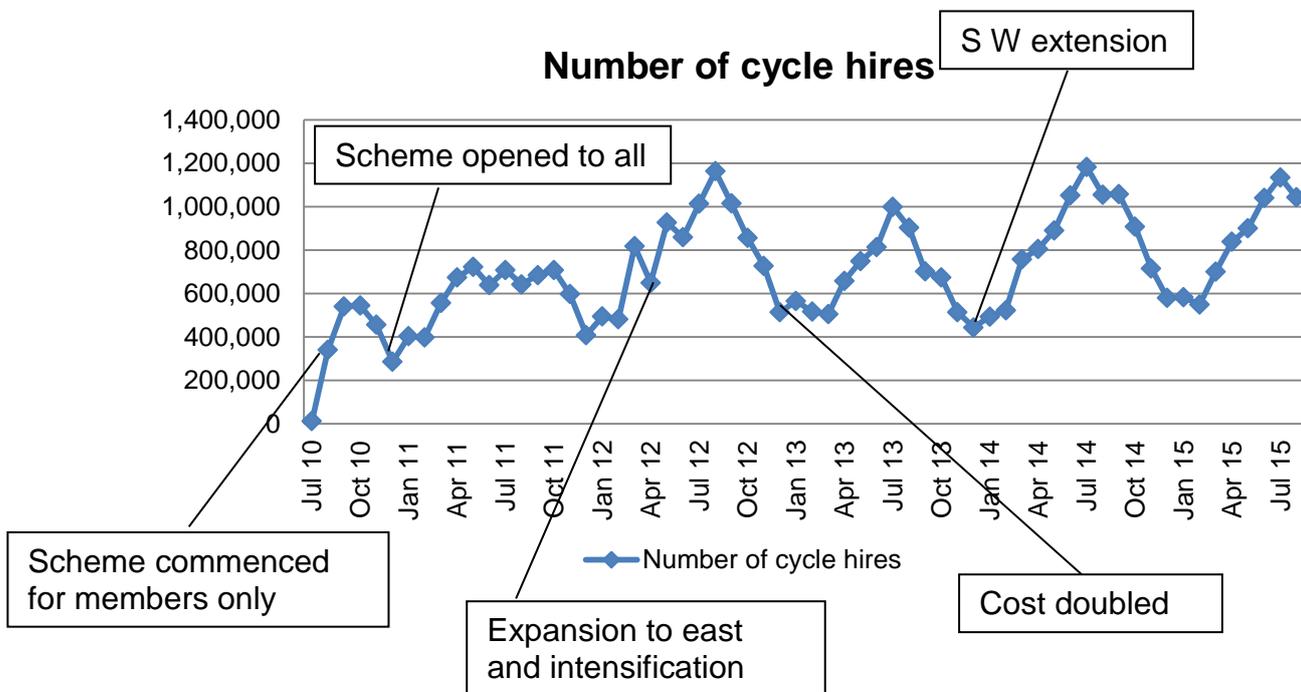
KPI	Q1 Target 2015-16	Current performance level
Customer satisfaction score – overall	92	91
Quarterly passenger journey numbers	1,400,000(annual target)	Figure not available
<p>London TravelWatch's overall performance assessment of Dial-a-Ride is as follows.</p> <p>Customer satisfaction overall is below target. Dial-a-Ride members are very satisfied with driver helpfulness-courtesy. The main source of complaint, booking refusals, have seen a reduction in the number complaints about this element of the service.</p>		

9 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.

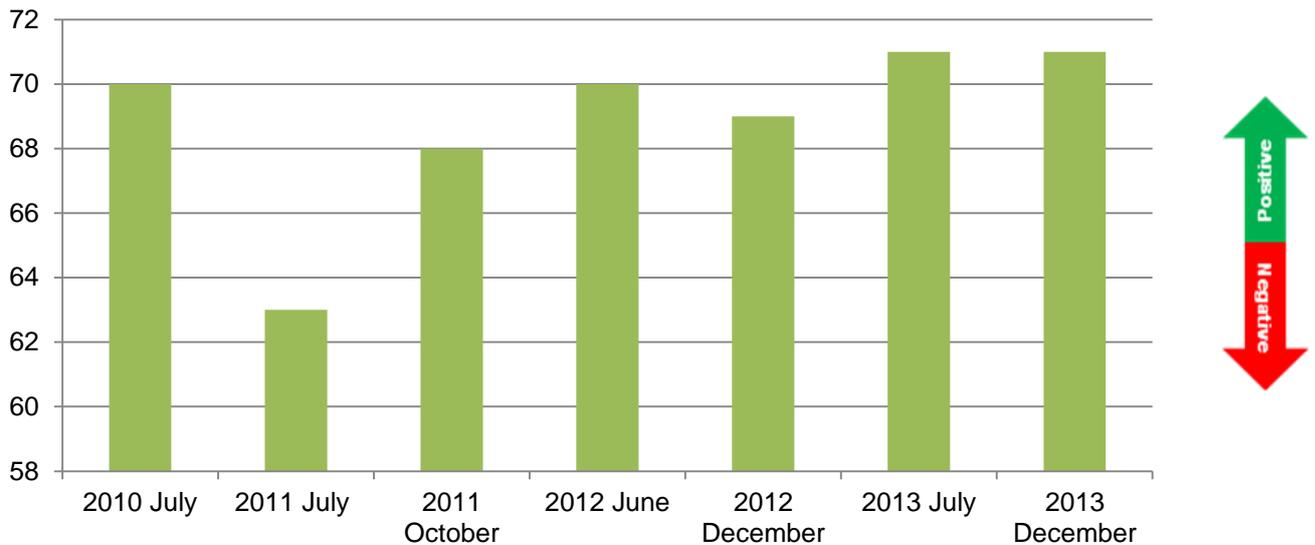
Graph 33 – Cycle hire scheme usage



The latest customer satisfaction score is higher than any since the scheme started. The different elements of the survey suggest increasing satisfaction with the use of members' keys and with the service from the contact centre.

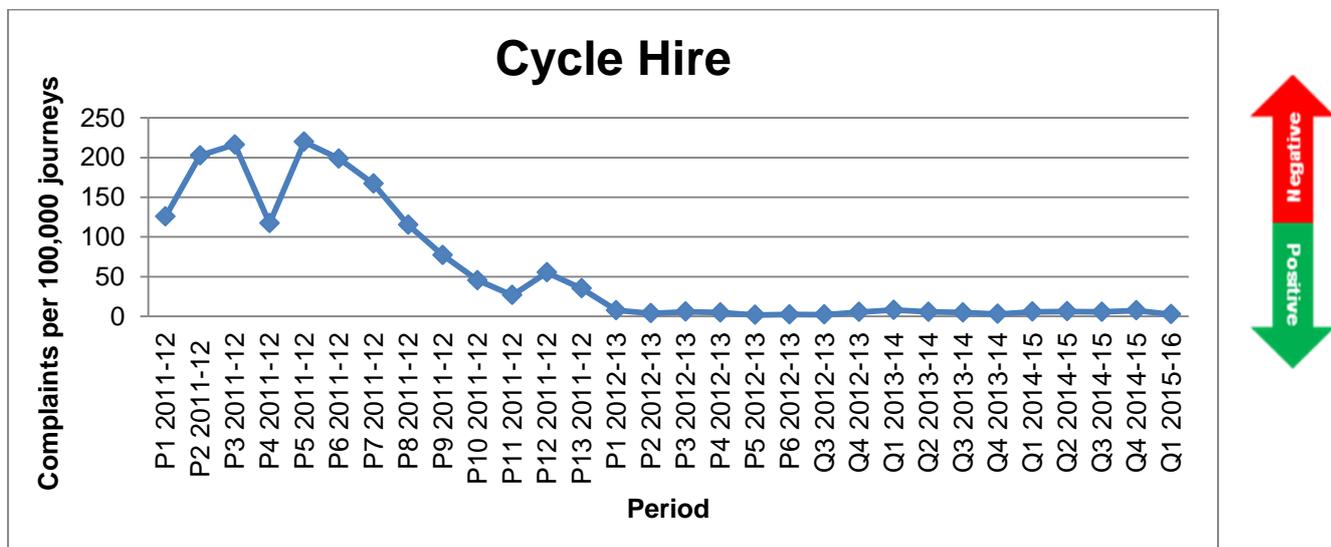
However, scores for the availability of spaces at docking stations and value for money are at their lowest levels.

Graph 34 – July 2010, July 2011, October 2011, June 2012, December 2012, July 2013 and December 2013 cycle hire customer satisfaction score



Complaints decreased compared to the same period a year ago (Q1 2014-15). The cycle hire scheme received 2.58 complaints per 100,000 journeys. Complaints continue to fall due the improvements to bike redistribution and customers finding it easier to hire and dock cycles.

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



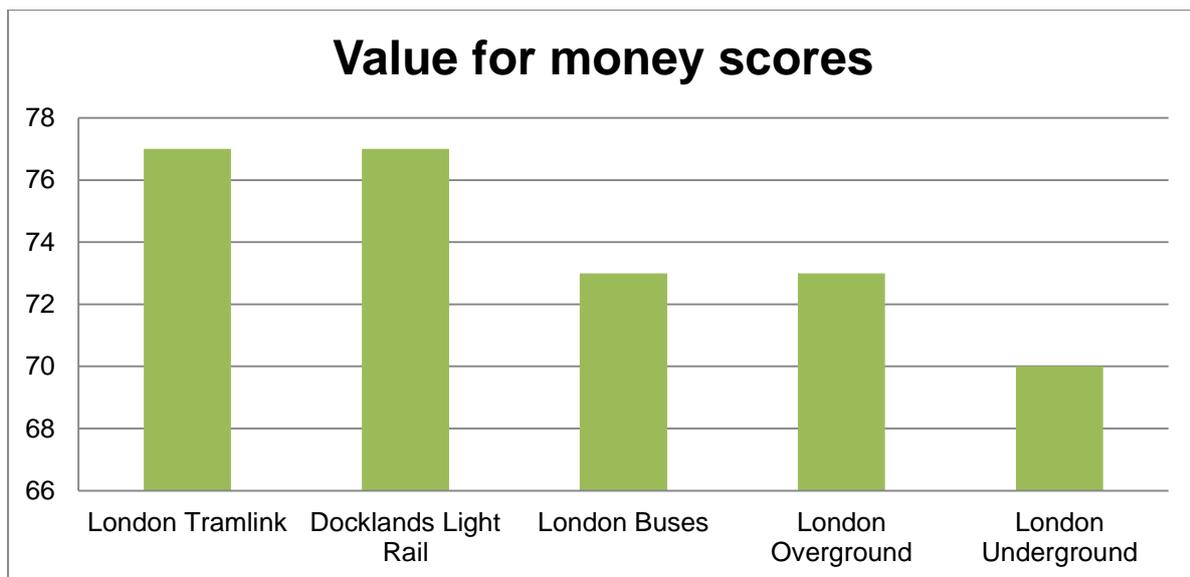
10 Customer satisfaction and value for money scores – modes comparison

Graph 36 – Q1 2015-16 overall customer satisfaction scores – modes comparison



** Bi-annual measure. This is a forecast figure.

Graph 37 – Q1 2015 16 value for money scores - modes comparison



Appendix – Glossary & references

Glossary

Term	Definition
AWT	Average Waiting Time
BCV	Bakerloo, Central & Victoria lines
DLR	Docklands Light Railway
EJT	Excess Journey Time
EWT	Excess Waiting Time
IRR	Inner Ring Road
JNP	Jubilee, Northern & Piccadilly lines
JTR	Journey Time Reliability
KPI	Key Performance Indicator
LOROL	London Overground
MAA	Moving Annual Average
Q	Quarter
PPM	Public Performance Measure
RTA	Right Time Arrival
SSL	Sub-Surfaces Lines
SWT	Scheduled Waiting Time
TfL	Transport for London
TOC	Train Operating Company
TLRN	Transport for London Road Network
WEZ	Western Extension Zone

References

- All Transport Modes
 - [Operational and Financial Performance Report and Investment Programme Report – Q1 2015-16](#)
- Streets
 - London Streets Performance Report, Q1 2015-16 (supplied by TfL directly)
- London Buses
 - <https://tfl.gov.uk/forms-14144.aspx>
 - Customer satisfaction survey scores supplied by TfL directly
- London Underground
 - <http://tfl.gov.uk/corporate-publications-and-reports-underground-services-performance>
- Docklands Light Railway (Note: DLR quotes financial Q4 as calendar Q1)

- <http://tfl.gov.uk/corporate-publications-and-reports-dlr-performance-data>
- 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
- London Overground
 - PPM scores supplied to London TravelWatch monthly by Network Rail.
 - <http://www.passengerfocus.org.uk/research-national-passenger-survey-introduction>
- London Tramlink
 - Customer satisfaction survey scores and Public Performance Measure supplied by TfL directly
- Cycle Hire
 - TfL commissioned cycle hire customer satisfaction and usage survey, July 2013
 - [London data store](#)