

## TRANSPORT FOR LONDON

## ENVIRONMENT, CORPORATE AND PLANNING PANEL

**SUBJECT: CENTRAL LONDON RAIL TERMINI: ANALYSING PASSENGERS' ONWARD TRAVEL PATTERNS**

**DATE: 10 NOVEMBER 2011**

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## 1 PURPOSE AND DECISION REQUIRED

- 1.1 This paper is to update the Panel on a report published by TfL in September.
- 1.2 The report Central London Rail Termini: Analysing passengers' onward travel patterns is at [http://www.tfl.gov.uk/assets/downloads/corporate/central\\_london\\_rail\\_termini\\_report.pdf](http://www.tfl.gov.uk/assets/downloads/corporate/central_london_rail_termini_report.pdf)). Copies are enclosed for Panel Members only.
- 1.3 The Panel is asked to note this paper.

## 2 BACKGROUND AND SUMMARY

- 2.1 Around 250,000 people arrive or depart central London rail termini stations in the weekday morning peak hour (8-9am). (This is the number crossing the gateline and does not double count people interchanging.) This figure rises to just over 500,000 for the three hour morning and evening peaks. Table 1 shows the number of arriving and departing passengers at each terminus.

**Table 1 Arriving and departing passengers, 2010, peak periods combined**

Station	Arrivals	Departures	Total
Cannon Street	28,000	23,000	51,000
Charing Cross	36,000	30,000	66,000
Euston	36,000	32,000	68,000
Fenchurch Street	24,000	19,000	43,000
King's Cross	22,000	23,000	45,000
Liverpool Street	74,000	63,000	137,000
London Bridge	83,000	66,000	149,000
Marylebone	14,000	11,000	25,000
Moorgate	11,000	9,000	20,000
Paddington	33,000	31,000	64,000
St Pancras	26,000	27,000	53,000
Victoria	79,000	58,000	137,000
Waterloo	111,000	97,000	208,000

- 2.2 Knowing people's onward travel patterns (final destinations, whether the next part of their journey is by Tube, bus, cycling, walking or a further rail route) is important as we plan the network.

- 2.3 TfL has repeated a survey last done in 2001 and published an analytical report summarising results of rail passenger surveys at the thirteen central London termini stations shown above.
- 2.4 The report presents analysis of rail passengers' travel patterns and explores the characteristics of the journey to and from the central London rail termini.
- 2.5 The termini are very important for London and especially central London. The termini are the points at which the majority of rail passengers reach central London. However, although the termini are at the end of the rail line, they are rarely the end of the journey. This report therefore presents new information collected specifically about people travelling through those stations and their onward journeys.
- 2.6 The survey was undertaken at each terminus on a representative weekday in either spring or autumn 2010 (avoiding school holidays) during the morning and evening peaks, between 7am to 10am and 4pm to 7pm. A full passenger count was conducted and postal return origin-destination questionnaires were distributed to capture journey patterns.
- 2.7 The report summarises information on passenger volumes and some demographic characteristics, distance travelled and modes used for onward journeys. It looks at differences between Londoners and non-Londoners, summarises available information about travel between the termini and stations within Greater London. It compares findings between the 2010 survey and the rail passenger survey of the London Area Transport Survey (LATS) 2001. And it explores the potential for increasing walking and cycling for onward journeys. Selective summary results by station are presented in part two of the report.
- 2.8 Key findings include:
- (a) The majority of people travelling to and from central London during the peaks are travelling for work related purposes – commuting or other work – (see Table 2) and are regular travellers making the journey at least three times per week;
  - (b) The majority of onward journeys to and from the termini are made by Underground (40 per cent) or on foot (36 per cent);
  - (c) Since 2001, however, the use of bus and cycling for onward journeys has increased significantly with their mode share increasing by one and a half percentage points (see Table 3); and
  - (d) There are 123,000 journeys (12 per cent of all journeys) which are under 2km and are currently made by a mechanised mode which could potentially be walked.

**Table 2 Purpose of onward journeys, peak periods combined**

<b>Purpose</b>	<b>All stations %</b>
Usual workplace	72
Home	11
Other work	9
Leisure	3
Other	2
Education	2
Shopping	1

**Table 3 Mode share of onward journeys, peak periods combined**

<b>Mode</b>	<b>2001 (%)</b>	<b>2010 (%)</b>
Underground	45.6	44.4
Walk	41.9	39.7
Bus	9.3	10.9
Taxi	1.8	1.3
Car	0.8	0.6
Pedal Cycle	0.5	2.0
Other	0.1	1.1

- 2.9 The analysis has already been used for various projects and initiatives across TfL. It formed the basis for the recent Congestion Relief Pilot Project at Waterloo – an initiative to relieve congestion on tube and bus at Waterloo by positioning walking as a viable alternative. This will inform planning both for the Olympics and beyond.
- 2.10 The data also formed an input to the analysis undertaken by TfL on High Speed 2 (as it includes detailed data about travelling to and from Euston) which informed the response to the consultation. The additional passengers anticipated to use Euston as a result of High Speed 2 would put extra pressure on the surrounding transport network, particularly for passengers making onward journeys using the already crowded Victoria and Northern lines. Just over half of long distance passengers at Euston used the Underground for their onward journey.
- 2.11 The data has also been used to inform the strategic interchange work, which aims to identify the potential for passengers to use alternatives routes avoiding travelling through central London.

### **3 GOVERNANCE AND STAKEHOLDER ISSUES**

- 3.1 An email informing stakeholders about the publication (with a link to the report) was circulated in September.
- 3.2 A summary of the report was also presented at a meeting with Central London boroughs (part of the sub-regional engagement programme) on 30 September 2011.

## **4 WORK PROGRAMME AND NEXT STEPS**

4.1 A follow-up survey with respondents who agreed to be re-contacted has just been completed. The objectives of the surveys are:

- (a) to gain more socio-demographic data about rail commuters;
- (b) to understand the degree of travel flexibility available to rail commuters;
- (c) to explore attitudes and barriers to walking and cycling amongst rail commuters; and
- (d) to improve understanding on what influences choices and decisions around rail passengers' onward journeys on TfL services.

4.2 Analysis of this new data will be available in early 2012.

## **5 RECOMMENDATION**

5.1 The Panel is asked to NOTE this paper.

## **6 CONTACT**

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