

**BRIEFING NOTE TO THE MAYOR  
FARE CHANGES ON RAIL SERVICES TRANSFERRING TO TfL IN MAY  
12 MARCH 2015**

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**1 PURPOSE**

- 1.1 This paper seeks the Mayor's approval on fares proposals for rail services transferring to TfL control in May 2015.

**2 INTRODUCTION / BACKGROUND**

- 2.1 On 31 May some services currently operated by Abellio Greater Anglia will transfer to TfL control. Services between Liverpool Street and Shenfield will be run as part of TfL Rail and those between Liverpool Street and Broxbourne or Cheshunt will become part of London Overground. These services currently operate with national rail pay as you go fares, which are typically higher than TfL fares.

**3 MAIN TOPIC / SUMMARY OF POSITION**

- 3.1 The aim of the changes proposed for May is that, to the extent possible, the fares on the transferring services should be the same as those on all other TfL services. This means that no fares are going up. The result of all the changes will be that
- (a) no fares go up and no products are withdrawn
  - (b) some fares remain unchanged because they are already at TfL levels
  - (c) some fares come down to match TfL levels
  - (d) some fares come down but not to TfL levels because TfL levels are too low and will cause problems in the way they interact with other national rail fares
  - (e) some new fares are introduced from current Anglia stations to Liverpool Street only, similar to the arrangements we have at Euston, in order to be competitive with point to point season tickets.
- 3.2 There should be no losers from this proposal and approximately 80 per cent of current journeys will be charged at a lower fare, resulting in a revenue loss of approximately £5 million per year.
- 3.3 Further details of the proposed changes are set out in Appendix A.

**4 CONCLUSION/NEXT STEPS**

- 4.1 The fares proposals will be seen as good for the customers of these services and are in line with the overall aspirations to harmonise national rail fares with TfL's fares.

**5 RECOMMENDATION**

- 5.1 The Mayor is asked to APPROVE the fares proposal.

**TfL Customer Experience, March, 2015.**

## Appendix A

### Fare changes on rail services transferring to TfL in May 2015

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#### Background and Overview

1. On 31 May 2015, a number of National Rail services between Liverpool Street and stations in north and east London will transfer to TfL. See Annex A. The Transferring Services comprise principally:
  - Services in the Lea Valley area terminating at Enfield Town, Cheshunt and Chingford, which will transfer to LOROL (see map in Appendix A).
  - The all stations service terminating at Shenfield, which will transfer to TfL Rail.

This note describes proposed changes to fares to coincide with the service transfers.

2. All the stations involved are already equipped with Oyster and contactless card readers. However, most of the stations charge NR zonal or Operator specific pay as you go fares. These fares are generally significantly higher than the TfL equivalents. The terms of acceptance for London concessions such as the Freedom Pass are also more restrictive on the Transferring Services than on TfL services.
3. From the date of the transfers to TfL, it is proposed that TfL-set pay as you go fares will apply on the Transferring Services. Concession acceptance will move to the TfL basis. No other fares will change. No tickets will be withdrawn.
4. The result of the changes is that no fares will go up and many will come down, in some cases quite significantly. TfL concessions will provide larger discounts and free travel for many customers.
5. The terms of transfer of the services require TfL to ensure that fares are set in such a manner as to not create new anomalies in the overall national rail pricing structure (see further details in Appendix B).
6. The cost of the complete package of fare changes in May 2015 is estimated to be of the order of £5m pa. Further details of the proposals are set out below.

#### TfL Concession Acceptance and the Transferring Services

7. All TfL concessions and discounts that currently apply to Tube, DLR and LOROL services will apply on the services transferring to TfL control. Concession enhancements will comprise principally free travel for accompanied under 11s and flat Zip card fares for Zones 1-6 of 85p peak and

75p off-peak for the under 16s. Holders of Freedom Passes, Veterans Concessions and 60+ concessions will be able to travel pre-09.30.

8. There will be no change to 60plus and Freedom Pass acceptance on the main line services between Cheshunt and Tottenham Hale or on the Greater Anglia semi-fast services between Shenfield and London. However, TfL PAYG concession rules will apply. These longer distance services partially inter-work with the Transferring Services.

## **Fares from Brentwood and Shenfield**

### Shenfield

9. Although the train services transferring to TfL Rail in May 2015 terminate at Shenfield, the station will continue to be served primarily by fast main line services to London. Shenfield station will continue to be managed and controlled by the Greater Anglia Train Operator.
10. The Train Operator will continue to set all fares, including the pay as you go fares, from Shenfield to Zone 1 and beyond and all through fares to the rest of the NR network via London Rail services. This is the position today as well and will remain unchanged.
11. All non-Zone 1 fares from Shenfield to the rest of the TfL rail network will be set by TfL. The Train Operator will no longer set these fares to east London including docklands and Stratford. The TfL fares proposed are described in section 19 below.

### Brentwood

12. Brentwood currently has bespoke pay as you go fares set by Greater Anglia. The station is currently not assigned to a numbered zone. When London fares there move to TfL control, it is proposed to assign Brentwood to Zone 9. This is not controversial and does not impact on any other zoning requests within London. This means that Travelcard fares and daily capping will apply at Zone 9 levels. Special single fares will apply from Brentwood as described in section 19. The train service from Brentwood will be provided by TfL Rail
13. All TfL controlled stations will then be included in the 1-9 zone fare system. Only National Rail controlled stations farther from London will operate bespoke station specific fares (Watford Junction; Broxbourne; Shenfield; and four stations on c2c services – these being Chafford Hundred, Grays, Ockendon and Purfleet). As a result of the assignment to Zone 9, the 7 day Zone 1 Travelcard from Brentwood falls in price from £87.40, the bespoke fare set from that station by Greater Anglia today, to £83.40 as shown in Table 1 below.

**Table 1: Brentwood Travelcard Prices and PAYG Caps (£)**

Brentwood to Zone 1	Jan 2015	May 2015 Travelcard Zones 1-9	May 2015 Caps Zones 1- 9
7 Day Travelcard/Mon-Sun cap	87.40	83.40	83.40
Any time Day Travelcard/Cap	24.30	21.50	20.00
Off-peak day Travelcard/Cap	17.30	12.80	11.80

### PAYG fares on the Transferring Services

14. PAYG fares on the Transferring Services for travel on LOROL, Crossrail and other TfL rail services will move to a TfL-set basis in May 2015. No fares will go up and in many cases, the TfL PAYG fares will substantially reduce the fares currently charged.
15. By way of example, the peak Zones 1-6 PAYG fare from Romford to Oxford Circus falls from £7.60 to £5.10. The off-peak fare falls from £5.20 to £3.10. Tables 2.1 and 2.2 below show the changes in fares to Zone 1. Annex B provides a comprehensive picture of the changes.
16. National Rail pay as you go provides fares to each London terminus which are below those to the rest of Zone 1. TfL pay as you go does not make this distinction but fares to Liverpool Street via the Transferring Services are proposed frozen where imposing the TfL Zone 1 fare would result in a fares increase. Table 2 below illustrates what is proposed.

**Table 2.1: TfL peak PAYG fares to Zone 1 and the Terminus on the Transferring Services relative to today**

	Proposed		Current				Reference
	Peak fare to zone 1	Peak fare to London terminus only	Peak fare to zone 1	Peak fare to London terminus only	Percent fare reduction in May 2015		Current Tube fares
					Zone 1	Terminus	
	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>A/C</b>	<b>B/D</b>	<b>E</b>
Zone 2	290	260	420	260	31.0	nil	290
Zone 3	330	330	490	330	32.7	nil	330
Zone 4	390	380	540	380	27.8	nil	390
Zone 5	470	470	650	490	27.7	4.1%	470
Zone 6	510	510	760	600	32.9	15%	510
Zone 7	560	560	810	600	30.9	6.7%	560
Zone 8	690	610	820	610	15.9	nil	690
Brentwood / Zone 9	820	760	970	760	15.5	nil	690 (Amersham)

**Table 2.2: TfL off-peak PAYG fares to Zone 1 and the Terminus on the Transferring Services relative to today**

	Proposed		Current				Reference
	Off-peak fare to zone 1	Off-peak fare to London Terminus only	Off-peak fare to zone 1	Off-peak fare to London Terminus only	Percent fare reduction in May 2015		Current Tube fares
					Zone 1	Terminus	
	A	B	C	D	A/C	B/D	E
Zone 2	230	210	360	210	36.1	nil	230
Zone 3	280	240	390	240	28.2	nil	280
Zone 4	280	270	420	270	33.3	nil	280
Zone 5	310	310	460	310	32.6	nil	310
Zone 6	310	310	520	370	40.4	16.2	310
Zone 7	400	400	620	410	35.5	2.4	400
Zone 8	400	400	620	410	35.5	2.4	400
Brentwood / Zone 9	530	530	760	550	30.3	3.6	400 (Amersham)

**Brentwood fares to Zone 1**

17. The peak PAYG fare from Brentwood to LU Zone 1 is shown at £8.20 in the tables above and the off-peak fare at £5.30. The new peak fare to LU Zone 1 provides Brentwood customers with a £1.50 fare reduction. The new off-peak fare provides a £2.30 reduction.
18. The new Brentwood fares are 130p higher than the current Metropolitan Line Zone 1-9 fares. The higher fare proposed on the Transferring Services is consistent with TfL's undertakings to recognise the government's fare policy objectives for National Rail when setting Crossrail fares. See Annex B.

**Non-zone 1 pay as you go fares on the Transferring Services**

19. The proposed May 2015 fares on the Transferring Services shown in Annex B include a number of non-Zone 1 PAYG fares which are set higher than current TfL zone fares. Annex C sets out these differences in detail. A summary and rationale is as follows:

**In the peak, only a very few non Zone 1 fares on the Transferring Services are set above current TfL zone fares.** This is because the existing structure of TfL peak fares outside Zone 1 appears generally appropriate for the Transferring Services. More specifically:

- No peak fares on the Transferring Services for travel within Zones 2-6 are set above the current TfL rates in May.
- Only four peak fares from Zones 7 and 8 to Zones 2 to 6 are set above the current TfL rates. Two are frozen and two reduced by around 10%. See Annexes B and C.

- Peak fares from Brentwood and Shenfield to non-Zone 1 destinations are set at a premium to current TfL rates. The issues here are the same as for Brentwood fares to Zone 1. Fares are either frozen or come down by 10% or so.

While avoiding any fare increases, the modified peak fares on the Transferring Services create a peak fare scale for longer distance travel outside Zone 1, which is more consistent with Train Operator fares from beyond the zones.

**In the off-peak, many non Zone 1 fares on the Transferring Services are set above current TfL zone fares.** This is because the current very flat TfL fares - 150p for five zones and 170p for 7 zones - would not comply with our undertakings to the DfT. A more graduated off-peak scale for travel outside Zone 1 is proposed. There are no fare increases and many fares on the Transferring Services still come down in May 2015:

- Within Zones 2-6, the off-peak fares for one and two zones outside Zone 1 are set at the current 150p TfL fare.
- The fares for three, four and five zones within Zones 2-6 on the Transferring Services are set above the current TfL 150p rate but remain either at or below the current fares. The fare for three zones is reduced by 10% from today's level to 190p. The fares for four and five zones are frozen at 240p and 260p.
- From Zones 7 and 8 to Zones 2 to 6, off-peak fares on the Transferring Services are frozen or only marginally reduced.
- From Brentwood and Shenfield, off-peak fares to non-Zone 1 destinations are set at a premium to the current TfL rate, as in the peak. Many fares do not change in May; others come down by 10% or so.

As in the peak, while avoiding any fare increases in May 2015, the proposals for off-peak fares on the Transferring Services outside Zone 1 create a fare scale which is more consistent with Train Operator fares from beyond the zones. This scale rises in increments from 150p for two zones to 440p for Zones 2 to 9 (Brentwood) and 550p for Zone 2 to Shenfield.

The modified fares maintain compatibility with National Rail PAYG fares on the adjacent services. The proposed off-peak fares from Brentwood and Shenfield to Zone 2 match the current fares set by the Train Operator.

## **Fares from the Main Line stations from Cheshunt to Tottenham Hale**

20. Formal control over London fares from stations on the main line from Cheshunt to Tottenham Hale is not passing to TfL in May 2015. However, it is intended that local journeys and journeys from these stations to the TfL rail network should also adopt the same TfL PAYG fares as the Transferring Services. This provides a consistent customer proposition for the Lea Valley corridor and avoids possible confusion regarding which fares apply for journeys such as Cheshunt to Hackney Downs. Compensation to the Train Company is expected to be up to £1m pa.

### **Cost of the fare changes affecting the Transferring Services**

21. The total cost of all the PAYG fare and concession changes above relating to the new LOROL and Crossrail services is put at around £5m pa.

### **Review and conclusions**

22. The fare changes for May 2015 proposed in this note reflect the continuing evolution of TfL's railways from primarily London Underground to a regional operator with significant traffic wholly outside Zone 1 and a growing presence beyond Zone 6.
23. The proposals integrate ticketing on the NR services transferring to LOROL and Crossrail in 2015 into the TfL fares and concessions structure. Certain fares are set at a premium to current TfL rates to ensure reasonable consistency with longer distance NR fares from adjacent stations. This is required under the Crossrail Sponsors' Agreement and the associated undertakings not to undermine the pricing policies of adjacent NR services.
24. Similar undertakings to those given in respect of Crossrail are likely to be required in the event of any future service transfers from NR to TfL where there are strong links with the longer distance services provided by the DfT's franchised Train Operators. The modified fares on the Transferring Services have been developed bearing in mind the need for TfL to be able to demonstrate that it fully recognises its obligations in this area.

## Annex A

### National Rail services transferring to TfL from 31 May 2015

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From 31 May 2015, the local train service between Liverpool Street and Shenfield will transfer to Crossrail.

Associated with this, the stations from Maryland to Brentwood will transfer to TfL. Shenfield station will remain with Greater Anglia as will Liverpool Street.

Zonal area fares between the transferring stations and the rest of the TfL rail network will pass to TfL control.

Following the transfer to TfL, Brentwood will be placed in Zone 9.

In addition, from the same date, the following services will transfer to London Overground (see map on following page):

- From Liverpool Street to Chingford in Zone 5.
- From Liverpool Street to Enfield Town in Zone 6.
- From Liverpool Street via Seven Sisters to Cheshunt in Zone 8

All stations associated with the Chingford and Enfield Town services will transfer to TfL.

Cheshunt will remain with National Rail as will the stations on the main line between Cheshunt and Tottenham Hale. However, all stations south of Cheshunt on the service via Seven Sisters will transfer to TfL.

Broxbourne, to the north of Cheshunt and with no TfL service, will continue to accept PAYG. As at Shenfield, bespoke fares set by Greater Anglia will apply.

Finally the Romford to Upminster shuttle and Emerson Park station will transfer to London Overground.

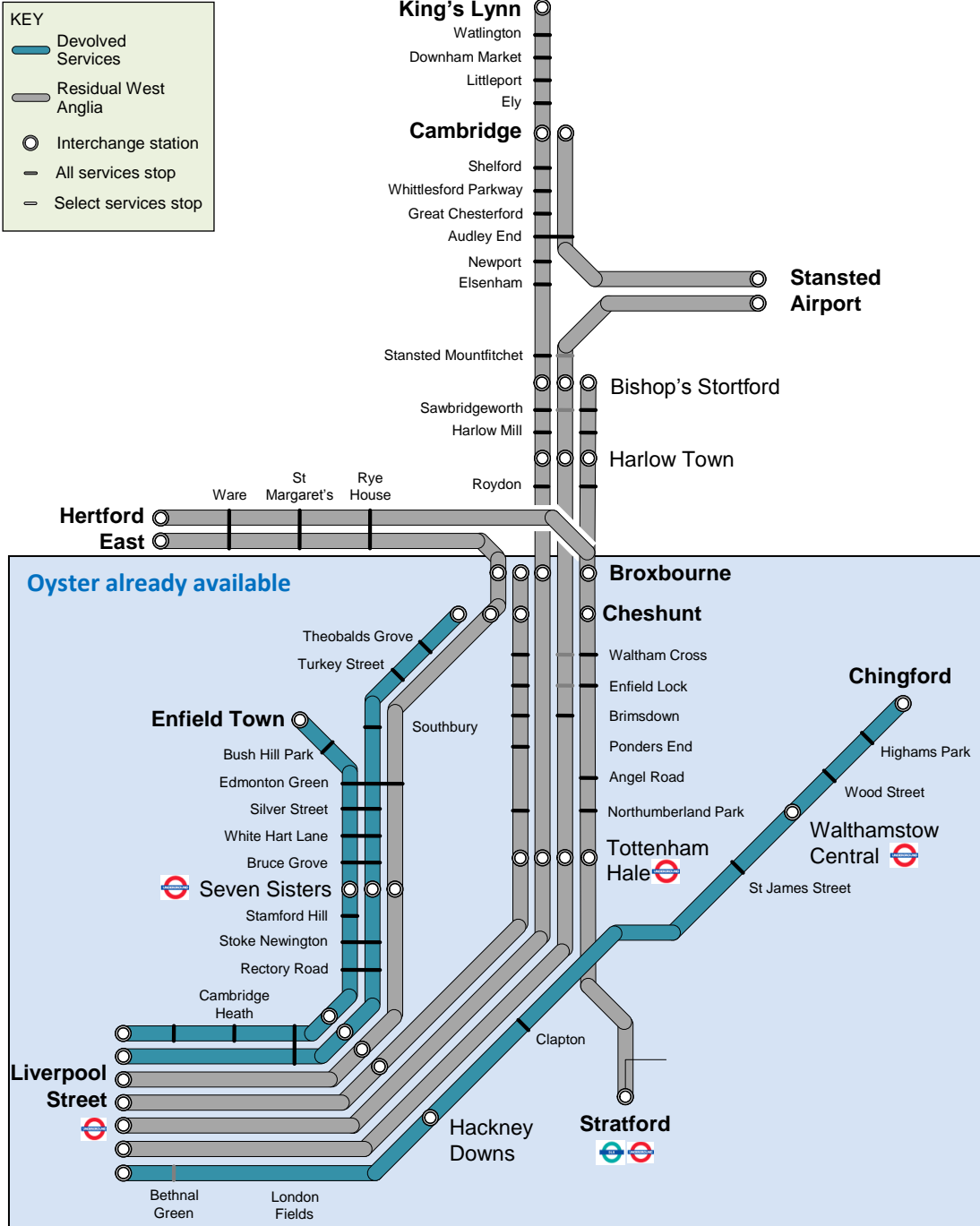
In all cases, zonal area fares between the transferring stations and the rest of the TfL rail network will pass to TfL control.

In order to provide a consistent customer proposition, it is proposed to enter into a commercial agreement with Greater Anglia to enable TfL PAYG fares to be charged between Cheshunt and the main line stations north of Tottenham Hale and the rest of the TfL rail network.

## West Anglia Service Groups

Based on May 2012 timetable (Arrivals into London  
08:00 – 08:59)

Please note that services have been grouped together for illustrative purposes and may not be fully representative of calling patterns



## Annex B

### Crossrail fares and the DfT Guidance

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#### Extract from the DfT Guidance.....

1. This guidance sits alongside, but does not replace, section 18.49 of the Crossrail Sponsors Agreement. This includes the need for the Secretary of State to agree to Crossrail fares wholly outside zones 1-6 and to be consulted on all fares set by Crossrail.
2. The Secretary of State will agree and will deem to have been consulted on such fares provided that the following conditions hold.
3. Crossrail set fares will not create split ticket anomalies with fares set by other train operators.
4. Crossrail will build up or zone its fares to recognise the commercial needs of adjacent operators.
5. Crossrail and TfL will co-operate to implement and act consistently with any national policies or strategies which may be promoted by the Secretary of State, for example Demand Management and flexible ticketing.
6. For a flow where another train operator is the Lead Operator, (including fares that have a Crossrail or U-zone add-on), Crossrail will only set a specific fare (cash or PAYG) of its own that undercuts the TOC set fare if this is explicitly agreed in advance with the Secretary of State.
7. Note - Under the TSA, a Lead Operator cannot set a non-train specific fare for travel on its own services.
8. The Secretary of State can update this Guidance at any time.

## Annex B1: Changes to Peak Greater Anglia PAYG fares from May 2015

## Greater Anglia Adult Peak fares - 2015

1	400										
2	420	260	190								
3	490	330	230	190							
4	540	380	270	230	190						
5	650	490	340	270	230	190					
6	760	600	400	340	270	230	190				
7. WalthX/Th Grove	810	600	430	400	310	230	170	190			
8. Cheshunt	820	610	550	460	380	290	280	200	190		
9. Brentwood	970	760	660	550	400	350	310	290	270	190	
Shenfield	1090	880	760	710	550	490	420	400	340	200	190
	1LU	1*	2	3	4	5	6	7	8	9	Sh

\* Zone 1 fares to/from Liverpool Street NR

## Change to Peak fares (GA v TfL) - 2015

1	-170										
2	-130	0	-20								
3	-160	0	-60	-20							
4	-150	0	-30	-60	-20						
5	-180	-20	-60	-30	-60	-20					
6	-250	-90	-120	-60	-30	-60	-20				
7. WalthX/Th Grove	-250	-40	0	-60	-30	0	0	-20			
8. Cheshunt	-130	0	0	-30	-40	-10	-40	-30	-20		
9. Brentwood	-150	0	0	0	0	-10	-30	-50	-100	-20	
Shenfield	0	0	0	-50	0	-60	-80	-120	-100	-30	-20
	1LU	1*	2	3	4	5	6	7	8	9	Sh

\* Zone 1 fares to/from Liverpool Street NR

## Proposed Ex-GA TfL Adult Peak fares – May 2015

1	230										
2	290	260	170								
3	330	330	170	170							
4	390	380	240	170	170						
5	470	470	280	240	170	170					
6	510	510	280	280	240	170	170				
7. WalthX/Th Grove	560	560	430	340	280	230	170	170			
8. Cheshunt	690	610	550	430	340	280	240	170	170		
9. Brentwood	820	760	660	550	400	340	280	240	170	170	
Shenfield	1090	880	760	660	550	430	340	280	240	170	170
	1LU	1*	2	3	4	5	6	7	8	9	Sh

\* Zone 1 fares to/from Liverpool Street NR

## % Change to Peak fares (GA v TfL) - 2015

1	-42.5										
2	-31.0	0.0	-10.5								
3	-32.7	0.0	-26.1	-10.5							
4	-27.8	0.0	-11.1	-26.1	-10.5						
5	-27.7	-4.1	-17.6	-11.1	-26.1	-10.5					
6	-32.9	-15.0	-30.0	-17.6	-11.1	-26.1	-10.5				
7. WalthX/Th Grove	-30.9	-6.7	0.0	-15.0	-9.7	0.0	0.0	-10.5			
8. Cheshunt	-15.9	0.0	0.0	-6.5	-10.5	-3.4	-14.3	-15.0	-10.5		
9. Brentwood	-15.5	0.0	0.0	0.0	0.0	-2.9	-9.7	-17.2	-37.0	-10.5	
Shenfield	0.0	0.0	0.0	-7.0	0.0	-12.2	-19.0	-30.0	-29.4	-15.0	-10.5
	1LU	1*	2	3	4	5	6	7	8	9	Sh

\* Zone 1 fares to/from Liverpool Street NR

## Annex B2: Changes to Off-Peak Greater Anglia PAYG fares from May 2015

## Greater Anglia Adult Off-peak fares - 2015

1	340										
2	360	210	170								
3	390	240	190	170							
4	420	270	210	190	170						
5	460	310	240	210	190	170					
6	520	370	260	240	210	190	170				
7. WalthX/Th Grove	620	410	310	270	230	190	140	140			
8. Cheshunt	620	410	330	280	230	190	160	140	140		
9. Brentwood	760	550	440	340	300	280	240	160	160	160	
Shenfield	810	600	550	490	330	300	280	160	160	160	160
	1LU	1*	2	3	4	5	6	7	8	9	Sh

\* Zone 1 fares to/from Liverpool Street NR

## Change to Off-peak fares (GA v TfL) - May 2015

1	-110										
2	-130	0	-20								
3	-110	0	-40	-20							
4	-140	0	-20	-40	-20						
5	-150	0	0	-20	-40	-20					
6	-210	-60	0	0	-20	-40	-20				
7. WalthX/Th Grove	-220	-10	-40	0	0	0	0	0			
8. Cheshunt	-220	-10	0	-10	0	0	0	0	0		
9. Brentwood	-230	-20	0	-10	-30	-10	0	0	-10	-10	
Shenfield	0	0	0	-50	0	-30	-10	0	0	-10	-10
	1LU	1*	2	3	4	5	6	7	8	9	Sh

\* Zone 1 fares to/from Liverpool Street NR

## Proposed Ex-GA TfL Adult Off-peak fares – May 2015

1	230										
2	230	210	150								
3	280	240	150	150							
4	280	270	190	150	150						
5	310	310	240	190	150	150					
6	310	310	260	240	190	150	150				
7. WalthX/Th Grove	400	400	270	270	230	190	140	140			
8. Cheshunt	400	400	330	270	230	190	160	140	140		
9. Brentwood	530	530	440	330	270	270	240	160	150	150	
Shenfield	810	600	550	440	330	270	270	160	160	150	150
	1LU	1*	2	3	4	5	6	7	8	9	Sh

\* Zone 1 fares to/from Liverpool Street NR

## % Change to Off-peak fares (GA v TfL) - May 2015

1	-32.4										
2	-36.1	0.0	-11.8								
3	-28.2	0.0	-21.1	-11.8							
4	-33.3	0.0	-9.5	-21.1	-11.8						
5	-32.6	0.0	0.0	-9.5	-21.1	-11.8					
6	-40.4	-16.2	0.0	0.0	-9.5	-21.1	-11.8				
7. WalthX/Th Grove	-35.5	-2.4	-12.9	0.0	0.0	0.0	0.0	0.0			
8. Cheshunt	-35.5	-2.4	0.0	-3.6	0.0	0.0	0.0	0.0	0.0		
Brentwood	-30.3	-3.6	0.0	-2.9	-10.0	-3.6	0.0	0.0	-6.3	-6.3	
Shenfield	0.0	0.0	0.0	-10.2	0.0	-10.0	-3.6	0.0	0.0	-6.3	-6.3
	1LU	1*	2	3	4	5	6	7	8	8	9

\* Zone 1 fares to/from Liverpool Street NR

## Annex C1: Differences between Ex-GA and other TfL Peak PAYG fares from May 2015

## TfL Adult Peak Fares Jan 2015

1	230								
2	290	170							
3	330	170	170						
4	390	240	170	170					
5	470	280	240	170	170				
6	510	280	280	240	170	170			
7	560	400	340	280	230	170	170		
8	690	460	400	340	280	230	170	170	
9	690	460	400	340	280	230	180	170	170
	1	2	3	4	5	6	7	8	9

## TfL (Ex GA) Adult Peak Fares May 2015

1	230								
2	290	170							
3	330	170	170						
4	390	240	170	170					
5	470	280	240	170	170				
6	510	280	280	240	170	170			
7	560	430	340	280	230	170	170		
8	690	550	430	340	280	240	170	170	
9	820	660	550	400	340	280	240	170	170
	1	2	3	4	5	6	7	8	9

## Difference Ex-GA v TfL Standard Adult Peak Fares May 2015

1	0								
2	0	0							
3	0	0	0						
4	0	0	0	0					
5	0	0	0	0	0				
6	0	0	0	0	0	0			
7	0	30	0	0	0	0	0		
8	0	90	30	0	0	10	0	0	
9	130	200	150	60	60	50	60	0	0
	1	2	3	4	5	6	7	8	9

## % Difference Ex-GA v TfL Standard Adult Peak Fares May 2015

1	0.0								
2	0.0	0.0							
3	0.0	0.0	0.0						
4	0.0	0.0	0.0	0.0					
5	0.0	0.0	0.0	0.0	0.0				
6	0.0	0.0	0.0	0.0	0.0	0.0			
7	0.0	7.5	0.0	0.0	0.0	0.0	0.0		
8	0.0	19.6	7.5	0.0	0.0	4.3	0.0	0.0	
9	18.8	43.5	37.5	17.6	21.4	21.7	33.3	0.0	0.0
	1	2	3	4	5	6	7	8	9

## Annex C2: Differences between Ex-GA and other TfL Off-Peak PAYG fares from May 2015

## TfL Adult Off-peak Fares Jan 2015

1	230								
2	230	150							
3	280	150	150						
4	280	150	150	150					
5	310	150	150	150	150				
6	310	150	150	150	150	150			
7	400	280	170	170	170	150	150		
8	400	280	170	170	170	170	150	150	
9	400	280	170	170	170	170	150	150	150
	1LU	2	3	4	5	6	7	8	9

## TfL (Ex GA) Adult Off-peak Fares May 2015

1	230								
2	230	150							
3	280	150	150						
4	280	190	150	150					
5	310	240	190	150	150				
6	310	260	240	190	150	150			
7	400	270	270	230	190	140	140		
8	400	330	270	230	190	160	140	140	
9	530	440	330	270	270	240	160	150	150
	1LU	2	3	4	5	6	7	8	9

## Difference Ex-GA v TfL Standard Adult Off-peak Fares May 2015

1	0								
2	0	0							
3	0	0	0						
4	0	40	0	0					
5	0	90	40	0	0				
6	0	110	90	40	0	0			
7	0	-10	100	60	20	-10	-10		
8	0	50	100	60	20	-10	-10	-10	
9	130	160	160	100	100	70	10	0	0
	1LU	2	3	4	5	6	7	8	9

## % Difference Ex-GA v TfL Std Adult Off-peak Fares May 2015

1	0.0								
2	0.0	0.0							
3	0.0	0.0	0.0						
4	0.0	26.7	0.0	0.0					
5	0.0	60.0	26.7	0.0	0.0				
6	0.0	73.3	60.0	26.7	0.0	0.0			
7	0.0	-3.6	58.8	35.3	11.8	-6.7	-6.7		
8	0.0	17.9	58.8	35.3	11.8	-5.9	-6.7	-6.7	
9	32.5	57.1	94.1	58.8	58.8	41.2	6.7	0.0	0.0
	1LU	2	3	4	5	6	7	8	9

## Annex D: Annual customer flows and revenue impacts (estimated)\*

## Customer flows during peak periods

1													Total
2	95,876	82,697	14524.5										193,097
3	335,426	110,590	64,481	6,590									517,086
4	170,706	147,798	36,863	47,127	10,126								412,620
5	108,123	91,994	26,565	39,968	18,647	2,122							287,420
6	195,891	101,792	4,175	36,380	38,502	11,471	19,700						407,911
7	11,592	8,366	2,726	4,968	2,208	3,019	794						33,672
8	25,047	21,459	3,433	5,865	1,760	4,865	1,104	483					64,015
9	33,758	46,472	725	6,193	6,469	3,433	19,993	707	414				118,163
S	27,876	36,087	0	725	1,121	587	5,934	0	35	1,656	0		74,020
	1LU	1*	2	3	4	5	6	7	8	11	12		2,108,002

## Customer flows during off-peak periods

1													Total
2	105,173	63,618	23,736										192,527
3	625,209	128,116	84,784	9,039									847,148
4	257,732	131,117	41,279	68,465	15,680								514,274
5	134,067	73,175	29,963	45,626	23,201	2,018							308,051
6	247,072	88,389	5,624	38,036	43,004	15,473	22,304						459,902
7	16,319	6,797	3,105	6,314	3,467	2,225	1,466	17					39,710
8	24,961	14,300	1,760	6,055	2,415	3,002	2,018	725					55,235
9	34,017	26,427	914	5,520	4,847	2,933	17,181	880	673				93,392
S	26,013	25,772	0	880	1,777	673	7,055	17	0	1,846	0		64,032
	1LU	1*	2	3	4	5	6	7	8	11	12		2,574,269

\* Before adjusting for ticket switching

## Revenue impacts during peak periods

1														Total
2	-124,638	0	-2904.9	0	0	0	0	0	0	0	0	0	0	-127,543
3	-536,682	0	-38,688	-1,318	0	0	0	0	0	0	0	0	0	-576,688
4	-256,059	0	-11,059	-28,276	-2,025	0	0	0	0	0	0	0	0	-297,419
5	-194,621	-18,399	-15,939	-11,990	-11,188	-424	0	0	0	0	0	0	0	-252,562
6	-489,728	-91,613	-5,009	-21,828	-11,551	-6,883	-3,940	0	0	0	0	0	0	-630,551
7	-28,980	-3,347	0	-2,981	-662	0	0	0	0	0	0	0	0	-35,970
8	-32,561	0	0	-1,760	-704	-486	-442	-145	0	0	0	0	0	-36,097
9	-50,637	0	0	0	0	-343	-5,998	-354	-414	0	0	0	0	-57,746
S	0	0	0	-362	0	-352	-4,747	0	-35	-497	0	0	0	-5,993
	1LU	1*	2	3	4	5	6	7	8	11	12			-2,020,570

## Revenue impacts during off-peak periods

1														Total
2	-136,725	0	-4,747	0	0	0	0	0	0	0	0	0	0	-141,472
3	-687,730	0	-33,914	-1,808	0	0	0	0	0	0	0	0	0	-723,451
4	-360,825	0	-8,256	-27,386	-3,136	0	0	0	0	0	0	0	0	-399,603
5	-201,101	0	0	-9,125	-9,281	-404	0	0	0	0	0	0	0	-219,910
6	-518,851	-53,033	0	0	-8,601	-6,189	-4,461	0	0	0	0	0	0	-591,135
7	-35,901	-680	-1,242	0	0	0	0	0	0	0	0	0	0	-37,822
8	-54,914	-1,430	0	-605	0	0	0	0	0	0	0	0	0	-56,949
9	-78,239	-5,285	0	-552	-1,454	-293	0	0	-67	0	0	0	0	-85,891
S	0	0	0	-440	0	-202	-706	0	0	-185	0	0	0	-1,532
	1LU	1*	2	3	4	5	6	7	8	11	12			-2,257,766