

Excess Journey Time Guidance Notes

Excess Journey Time is the difference between Actual Journey Time and Scheduled Journey Time, expressed in decimal minutes.

Any deviation from the schedule / timetable will result in Excess Journey Time. It measures how reliably we are operating our timetable.

Each journey can be broken down into three main elements:

Station based elements consisting of:

- intra station walk times
- ticket purchase time
- unplanned station closures

Train based elements consisting of:

- Platform wait time
- On train time
- Unplanned line suspensions

Planned closures consisting of:

- Planned weekend engineering

The data available on the TFL website is:

- Trains element of Excess Journey Time by each London Underground line
- Total Excess Journey Time at London Underground network level

Time Periods Available

Excess Journey Time data has been made available by financial year and TFL reporting period, showing the Excess Journey Time for each individual period, as well as the year to date figure at that time. Data is available from 2016/17 onwards.

London Underground reports results using a reporting week that runs from Sunday – Saturday. Each financial year is split into 13 periods, with each period containing 4 weeks.

Note: Because of how results are reported it is not uncommon for the first and/or last week of the year to be more / less than the regular 7 days.

Use of Excess Journey Time going forward

The Excess Journey Time metric is available up until 2019/20 period 12. This is because the modelling assumes a certain level of passenger demand. Since March 2020 these assumptions have not been accurate due to the much reduced passenger numbers following the coronavirus response.