

TSUG

Transport Statistics Users Group

Monthly Review: February 2019

This month's review shows that DB planned to boost on-time performance to 81% in 2017 and 90% in 2018. An average infrastructure cost/km of £32m (including stations and depots) is possible: the range is: £11m - £79m and those requiring significant tunnelling typically cost £79m/km (range: £72m - £93m/km). US railroads moved more intermodal than carloads (single wagonload) traffic in 2018, with carloads up 1.8% to 13,640,641 units and intermodal volume up 5.5% to 14,472,849 units compared with 2017's figures. In Australia, a 28,000-tonne train was hauled by three locomotives and travelled more than 280km from Tom Price mine to the port of Cape Lambert without a driver in the cab. In 2018 Russian Railways (RZD) carried 1.155 billion passengers on its own infrastructure, an increase of 3.4% on 2017. Long-distance passengers amounted to 110 million, up by 7.9%, while suburban passenger numbers increased to 1.045 billion, a rise of 2.9% on 2017. In 2018 555 people died in 16 airline accidents, an increase of 900% on 2017. This was the highest death toll since 2014, when 692 people died in airliner accidents. Emirates has developed a new app aimed at reducing delays to the turnaround of its B777 and A380 aircraft at Dubai International airport. Emirates said that it currently takes around 90 minutes to turnaround B777 aircraft, and around 105 minutes to turnaround an A380. The carrier operates a fleet of 270 aircraft, with around 255 flights leaving Dubai each day. Delta's revenue for the four quarters to Q4, 2018 was \$39,754m – the first time it was over \$39,000m. Revenue passenger miles were 225,243m – the first time it's exceeded 225,000m. Available seat miles were a record 263,365m. Revenue/passenger mile is also a record, at \$0.1765. Industry-wide RPKs grew by 6.2% year-on-year in November – a slight deceleration from 6.3% in the previous month. The result is just ahead of the average RPK growth rate seen over the past decade (6.0%). There are four tables covering Swedavia's 10 airports and annual figures for years back to 2012 are available. United Continental Holdings' domestic expansion has put it ahead of Delta Air Lines in terms of passenger traffic. The main line station usage in Great Britain has been published. For the 11 airport stations, there was a 7% increase in usage since 2016/7, from 44.4m to 47.3m. We have Message from the Chairman, TSUG, Letter from the Editor and also Kit Mitchell's Statistics Digest.

Dr Shanta Bir Singh Tuladhar and Andrew Sharp

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Dates of the next TSUG seminars

Date	Venue	Topic
Wed-20-Feb	TfL	Traffic Offences and Penalties, Statistics, Enforcement, and Alternatives to Prosecution
Wed-17-Apr	TfL	Safety
Wed-22-May	TfL	Traffic Calming and Speed Limits

The seminars can be booked through the TSUG website at www.tsug.org.uk/seminars.php

Statistics Digest

STATISTICS DIGEST February 2019

This digest lists major sets of statistics that have been released recently or which are due to be released. Regular monthly and quarterly releases are not included. The web links given allow free downloads of the documents cited.

Recent releases from Department for Transport

Recent releases from Department for Transport	
24 Jan	Road freight statistics: July 2017 to June 2018 https://www.gov.uk/government/statistics/road-freight-statistics-july-2017-to-june-2018
30 Jan	Annual bus statistics: year ending, March 2018 https://www.gov.uk/government/collections/bus-statistics
30 Jan	Concessionary travel statistics: year ending, March 2018 https://www.gov.uk/government/collections/bus-statistics
31 Jan	National Travel Survey factsheet https://www.gov.uk/government/collections/national-travel-survey-statistics
31 Jan	Road conditions in England: 2018 https://www.gov.uk/government/collections/road-network-size-and-condition

Forthcoming releases from Department for Transport	
7 February	Seatbelt and mobile phone use surveys: 2017 https://www.gov.uk/government/collections/road-accidents-and-safety-statistics
14 Feb	Road goods vehicles travelling to Europe: January to December 2018 https://www.gov.uk/government/collections/road-freight-domestic-and-international-statistics
14 Feb	Reported Road Casualties in Great Britain, estimates involving illegal alcohol levels: 2017 https://www.gov.uk/government/collections/road-accidents-and-safety-statistics
20 Feb	Sea passenger statistics 2018: Short sea routes (provisional) https://www.gov.uk/government/collections/maritime-and-shipping-statistics
Feb	Travel time measures for the Strategic Road Network and local 'A' roads:

2019	January to December 2018
	https://www.gov.uk/government/collections/road-congestion-and-reliability-statistics
Feb 2019	Renewable Transport Fuel Obligation: Year 10 (2017 to 2018) report 6 (15 April 2017 to 14 April 2018 supply)
	https://www.gov.uk/government/collections/biofuels-statistics
Feb 2019	Renewable Transport Fuel Obligation: Year 11 (2018 to 2019) report 2 (15 April 2018 to 14 April 2019 supply)
	https://www.gov.uk/government/collections/biofuels-statistics

Forthcoming release from Office of Road and Rail

Feb 2019	Regional Rail Usage
	http://orr.gov.uk/statistics/publication-dates

Members can find past seminar slides here: http://www.tsug.org.uk/past_seminars.php

Members' Forum

Message from the Chairman, TSUG

We have added the presentations of most of the recent meetings to the website. They are available by visiting our website at <http://www.tsug.org.uk/index.php>. You will need to log in using your e-mail. Please contact us if you have any problems. Select the Seminar tab (the third from the left) and click on 'You can view a list of past seminars'. A few are missing either because the speaker did not wish us to use them or because they are missing.

Peter Gordon

Letter from the Editor

TSUG Review

The editors would like to encourage more people to write articles for the Review. At the moment, this work falls on a small number of people, and of course reflects their interests. Both of these reduce the comprehensiveness of our coverage.

YOU could easily write once a year about some statistics you have seen: please do so, and send them to the Editors.

Editor, TSUG Newsletter

Rail

Check What the Statistics Mean!

In last month's TSUG Review, we commented that DfT and CAA statistics for airport access mode shares were slightly different.

On checking, it turns out that there is a good reason. DfT figures are for the mode of arrival at the airport, while CAA's show main mode of travel. So if you come by train from Nottingham to London then by tube to Heathrow, your mode of arrival is tube, while your main mode is train.

However, those arriving by shuttle bus from Luton Airport Parkway are treated as arriving by train.

Presumably the differences in car mode shares are caused by people parking elsewhere and using bus, tube or train to get to the airport.

Gatwick

	CAA	DfT	Difference
Taxi/minicab/Uber	15.2	16.18	-0.98
Bus/coach	5.5	5.74	-0.24
Rail	36.9	38.1	-1.2
Tube, Metro, Subway, tram	0.1	0	0.1
Other	0.2	0.22	-0.02
	100.1	99.99	0.11

Heathrow

	CAA	DfT	Difference
Private car	29.5	27.66	1.84
Taxi/minicab/Uber	31.8	32.53	-0.73
Bus/coach	10.3	12.03	-1.73
Rail	11.5	9.03	2.47
Tube, Metro, Subway, tram	16.7	18.5	-1.8
Other	0.3	0.25	0.05
	100.1	100	0.1

Luton

	CAA	DfT	Difference
Private car	51.5	49.16	2.34
Taxi/minicab/Uber	17.6	17.44	0.16
Bus/coach	13.3	15.93	-2.63
Rail	17.3	17.2	0.1
Tube, Metro, Subway, tram	0	0	0
Other	0.3	0.28	0.02
	100	100.01	-0.01

Stansted

	CAA	DfT	Difference
Private car	40.7	38.61	2.09
Taxi/minicab/Uber	9.9	10.41	-0.51
Bus/coach	19.7	20.58	-0.88

Rail		29.2	30.21	-1.01
Tube, Metro, Subway, tram		0.3	0.01	0.29
Other		0.2	0.19	0.01
		100	100.01	-0.01

DB Long Distance Train Punctuality

From IRJ



Three years ago DB Long Distance announced plans to improve the punctuality of ICE and Intercity/Eurocity trains. Long-distance punctuality was 76% at the time, but through its Future Rail programme, DB planned to boost on-time performance to 81% in 2017 and 90% in 2018.

DB defines a train as on time if it arrives within 5 minutes 59 seconds of its scheduled time. By

ICE at Berlin Hauptbahnhof Low Level

this measure, the 81% target was achieved in the first half of 2017 but punctuality tailed off significantly in the second half and DB averaged just 78.5% for the full year. Figures for 2018 were even worse, with an average of 74.9% of trains running on time, a reflection of major challenges facing the operator over the last year.

DB Long Distance is carrying more passengers than in 2016 and has had to deal with major disruption, including the impact of a fire on an ICE in October 2018, which not only closed the Frankfurt – Cologne high-speed line for several weeks, but also prompted the systematic inspection of all similar trains, reducing the size of the fleet available for service.

The ICE fire, and its impact, were a one-off event so might be expected to significantly worsen the figures; in fact, October's performance was better than some other months.

The nature of the German network with multiple major routes connecting at key hubs such as Hannover, Mannheim, Frankfurt and Cologne means that delays on one route can rapidly impact other parts of the system.

DB has suffered problems with rolling stock reliability across its long-distance fleet for some years and while Future Rail was supposed to have resolved the major problems, the fleet continues to suffer from poor availability.

DB is investing heavily in new ICE4 and IC2 trains to replace older rolling stock but will need to continue to maintain and operate most of its legacy fleet for much of the next decade.

DB Long Distance is not unique in experiencing difficulties operating long-distance services as a comparison with recent punctuality data from Britain shows. 76.9% of DB Long Distance services arrived within six minutes of schedule in December. For the four weeks ending December 8, British operator Virgin Trains West Coast achieved 70% on-time performance by the same measure, while LNER mustered just 51%.

While DB Long Distance suffers from persistently poor punctuality, most passenger trains in Germany are achieving much stronger on-time performance. Punctuality for regional and S-Bahn services was 94% in 2018 by DB's measure, a slight reduction from the 94.4% achieved in 2017.

High Speed Rail Benchmarking

The "High speed rail international benchmarking study" was produced by PWC for HS2 in November 2016. It looked at 32 comparator high speed rail lines, with a focus on Europe.

An average infrastructure cost/km of £32m (including stations and depots) is possible, but the range is £11m - £79m. Those requiring little interface with existing infrastructure are at the low end (£11m - £20m): more urban routes or those with a high density of existing infrastructure to negotiate cost £43m-£61m/km. Those requiring significant tunnelling typically cost £79m/km (range: £72m - £93m/km).

Tunnels cost £18m/km - £62m/km, with an average of £36m. Viaducts cost £13m/km - £53m/km (average £31m). Earthworks are £4m-£8m/km (average £6m/km). Land and property can cost from £0.55m/km to £6.4m/km.

The locations of intermediate stations constrain route options, which increases costs: use of new infrastructure into cities does the same. The increase is of the order of 15%. The UK, like the Netherlands and Germany, has lower populations in cities and higher population densities outside them. It is estimated that 42% of HS2 is within 1km of a conurbation. HS2 phase 2 will build more road (for diversions to create the infrastructure) than railway.

Capacity requirements on HS2 are higher than many comparators: some (as in Italy) were built for a lower capacity and expanded later. Passenger forecasts for some high speed lines (in million/year) are as follows.

Paris – Lyon	39
California HSR	38.5
HST phase 2 – Manchester	36.8
HS2 phase 2 – Leeds	36.2
HSL Zuid	24
Valence – Marseille	20
Lyon – Valence	19
Frankfurt – Köln	12
Paris – Nord de France	6
Madrid - Sevilla	3

Station costs vary considerably - St Pancras £878m, Ebbsfleet £147m, Paris CDG Airport £275m, Avignon TGV £70m, Barcelona Sants £263m, Montaubaur £14m, Köln-Bonn airport £38m and Reggio Emilia £70m.

Generally, tunnel diameters on high speed lines are standard at 8.8m, but the width of the right of way varies – 14m in Italy, France and Spain, 15m in the US (a figure I view with suspicion), 16.5m on HS2 phase 2, 17m in Belgium and over 18m in Taiwan and Germany.

North American Rail Freight in 2018

From Progressive Railroading

US railroads moved more intermodal than carloads (single wagonload) traffic in 2018, with carloads up 1.8% to 13,640,641 units and intermodal volume up 5.5% to 14,472,849 units compared with 2017's figures, according to Association of American Railroads (AAR) data. Combined, US railroads reported 28,113,490 carloads and intermodal units, a 3.7% year-over-year increase.

Intermodal traffic set a new annual record for the fifth time in the past six years, while carloads of chemicals and crushed stone, sand and gravel set new annual records. For the year, 13 of 20 commodity categories that AAR follows monthly logged carload increases. Coal continued to drop in 2018 because of market forces that favour natural gas and renewables for electricity generation.

Meanwhile, Canadian railroads recorded 7,863,727 carloads, containers and trailers in 2018, a 4% increase over 2017. Mexican railroads reported 2,010,939 carloads and intermodal units for 2018.

Rio Tinto's Rail Automation

From International Railway Journal

Full automation of its Australian Pilbara heavy-haul rail network was first proposed by Rio Tinto about 10 years ago. The project reached a milestone in May when the AutoHaul system received regulatory approval. This was followed on July 10 by the first fully-automatic operation of a loaded train. The 28,000-tonne train was hauled by three locomotives and travelled more than 280km from Tom Price mine to the port of Cape Lambert without a driver in the cab.

By October autonomous operation had increased to an average of 34 trains/day, equating to 290,000km or 45% of daily kilometres operated. Since July, Rio Tinto says it has steadily increased the number of autonomous journeys across its network, with over 1 million km now travelled autonomously, although a few trains continue to be operated manually or have drivers on-board.

The AutoHaul technology, which has been developed by Ansaldo STS, is based on the international standard digital radio-based signal and train protection system ATO over ETCS Level 2 at grade of automation 4 (GoA4) which provides the fully automated train operation.

Rio Tinto operates a fleet of about 200 diesel-electric locomotives transporting iron-ore from 16 mines to four port terminals. The trains average about 800km on a return trip with an average journey cycle, including loading and dumping, of around 40 hours.

Locomotives fitted with AutoHaul software also have on-board cameras to permit constant monitoring from the operations centre in Perth, more than 1500km south of the Pilbara region. In addition, all level crossings have been equipped with CCTV upgraded to what Rio Tinto says are the highest safety standards.

Automation is expected to increase average train speed by 6% by reducing acceleration and braking variations caused by manual driving. Trains will no longer have to stop for crew changes, and Rio Tinto will avoid having to transport drivers by road for operational reasons. In addition, the company expects its annual iron-ore capacity to rise from 340 million to 360 million tonnes. Automation will also enable Rio Tinto to adapt its output more easily to changes in market conditions.

Russian Rail Traffic in 2018

Source – RZD



In 2018 Russian Railways (RZD) carried 1.155 billion passengers on its own infrastructure, an increase of 3.4% on 2017. Long-distance passengers amounted to 110 million, up by 7.9%, while suburban passenger numbers increased to 1.045 billion, a rise of 2.9% on 2017.

Passenger traffic on Russian Railways' network in 2018 increased by 5.2% compared to the previous year and amounted to 129.3 billion passenger-

Moscow Kievsky Station

kilometres (PKM). Long-distance traffic increased 5.7% to 96.2 billion PKM, while suburban traffic rose 3.7% to 33.1 billion PKM.

RZD carried 94.4 million passengers in December 2018, 2.2% more than in the same month of 2017. Suburban passengers amounted to 86.2 million, a rise of 2%, while long-distance passenger numbers were up to 8.2 million, an increase of 4.2%.

Passenger traffic in December 2018 was 9 billion passenger-kilometres (PKM), 2% more than in December 2017. Long-distance passenger traffic was up 1.7% compared to the same month in 2017 and rose to 6.4 billion PKM, while suburban passenger traffic increased to 2.6 billion PKM, a rise of 2.8%.

In 2018, 129.5 million passengers travelled on the Moscow Central Ring, including more than 12.2 million people in December. Another record for the number of passengers using the Moscow Central Ring since its opening on 10 September 2016 was set on 7 November, 2018, when 501,767 people travelled.

Freight volumes on the network owned by RZD amounted to 1.2896 billion tons in 2018, 2.2% more than in the previous year.

The railways shipped the following categories of freight in 2018. Figures in brackets show the percentage change compared to 2017:

- coal – 374.9 million tons (+4.6%);
- coke – 11.3 million tons (+0.8%);
- oil and petroleum products – 236.4 million tons (+0.4%);
- iron and manganese ores – 116.7 million tons (+5.7%);
- ferrous metals – 78.1 million tons (+7%);
- ferrous metal scrap – 16 million tons (+1.4%);
- chemical and mineral fertilisers – 59.2 million tons (+3.7%);

cement – 25.1 million tons (-6.5%);
timber – 45.7 million tons (+5.6%);
grain – 27.1 million tons (+22.6%);
construction materials – 123.8 million tons (-6.8%);
non-ferrous ores and sulphur raw materials – 19.7 million tons (-2.8%);
chemicals and soda – 26.4 million tons (+1%);
industrial raw materials and moulded materials – 35.4 million tons (-3.2%).

It is not clear where container traffic comes.

Freight traffic in 2018 amounted to 2,596.4 billion tariff ton-kilometres, an increase of 4.2%. Freight traffic including empty wagon movements was up 4% to 3,304.4 billion ton-km.

Freight tonnage carried on RZD's network in December was 109 million, 1.1% less than during the same month last year. Freight traffic in December 2018 increased by 2.3% compared to December 2017 and amounted to 224.4 billion tariff ton-km. Freight traffic including empty wagons in December 2018 increased by 2.1% and amounted to 285.1 billion ton-km.

Air

Aviation Fatalities in 2018

From Business Traveller and ATWOnline

2018 was not a good year for aviation, with 555 people dying in 16 airline accidents, an increase of 900% on 2017. This was the highest death toll since 2014, when 692 people died in airliner accidents.

2017 was the safest year in recent history, both by the number of fatal accidents and in terms of fatalities, according to the Aviation Safety Network. It was the first year since 1946 in which fatalities dropped below 100.

4.5 billion passengers flew on about 45 million flights last year.

The October 29 crash of a Lion Air flight near Jakarta, Indonesia that killed 189 people was the most recent and deadly crash; it was reportedly caused by faulty readings given by sensors on a Boeing 737 MAX aircraft.

Other major incidents included the crash of a Cubana de Aviación 737-200 in Havana that killed 112 in May, and the depressurizing of the cabin of a Southwest Airlines 737 in April that resulted in a passenger being fatally sucked out a window — the first accident-related death in Southwest history.

PS: The April seminar will include a speaker on aviation safety

Quicker Turnarounds for Aircraft

From Business Traveller



Emirates has developed a new app aimed at reducing delays caused by the turnaround of its B777 and A380 aircraft at Dubai International airport.

The Hub Monitor was developed in-house and is being used by staff to “share and monitor real time information on the various activities that are carried out to prepare an aircraft for departure”.

Emirates B777 at Singapore Chang

Emirates said that it currently takes around 90 minutes to turnaround B777 aircraft, and around 105 minutes to turnaround an A380. The carrier operates a fleet of 270 aircraft, with around 255 flights leaving Dubai each day.

The standard turnaround process includes the cleaning of interiors, water and toilet servicing, loading meals, refuelling, maintenance checks, loading passenger luggage and cargo, and servicing the aircraft’s Auxiliary Power Unit.

The app integrates data from a number of sources, allowing cross-functional teams to keep track of activities in real time, and triggers alerts when there are delays, enabling the carrier “to identify and resolve the root cause of any potential delays”.

The airline said that initial results since the app was deployed in August “indicate that Hub Monitor has the potential to bring about a significant delay reduction at Emirates’ Dubai hub every year”.

One of the TOCs – Virgin West Coast, perhaps – introduced a ‘quick turnaround’ routine some years ago. This listed priority tasks which had to be done if there wasn’t much time, omitting the lower-priority ones in the attempt to speed up boarding and departure.

Recent Airline Statistics



Delta B767 at Venice Marco Polo

Delta reported its Q4, 2018 results recently. All of the figures I monitor show increases – although since they do not publish passenger numbers, these cannot be used for derivatives as with other airlines.

Revenue for the four quarters to Q4, 2018 was \$39,754m – the first time I record it as being over \$39,000m. Revenue passenger miles were 225,243m – the first time it's exceeded 225,000m. Available seat miles were a

record 263,365m. Revenue/passenger mile is also a record, at \$0.1765.

Recent IATA Statistics

In mid January, IATA released its Air Passenger Market Analysis for November.

Industry-wide revenue passenger kilometres (RPKs) grew by 6.2% year-on-year in November – a slight deceleration from 6.3% in the previous month. The result is just ahead of the average RPK growth rate seen over the past decade (6.0%). However, it is some way below its five-year average (7.1%) and also lower than the growth rate this year to date (6.6%).

The industry-wide load factor fell in annual terms in November, for just the third month in two years. Passenger capacity has continued to trend upwards at a faster rate than demand.

Russia topped the domestic growth chart for the first time since April 2017 while domestic traffic in India recorded its 51st consecutive month of double-digit annual growth. European airlines again saw the fastest international RPK growth rate.

The recent moderation in industry-wide RPK growth has come alongside signs that the pace of global economic expansion is slowing. Indeed, the global composite Purchasing Managers' Index (PMI) – a business survey that has proven to be a very good leading indicator of RPK growth in the past – recently fell to its lowest level in 28 months. Based on past experience, it suggests that a sharp pick-up in annual RPK growth is unlikely soon.

The moderation in passenger volume growth has also partly reflected a reduced boost to demand from lower airfares than has been seen in recent years. The manner in which these two drivers combine will be a key determinant to how fast passenger volumes will grow in 2019.

Swedish Air Traffic Statistics

These can be found on <https://www.swedavia.se/om-swedavia/statistik/>, in Swedish. There are four tables covering Swedavia's 10 airports.

The first (table 1.01) gives total air traffic movements (ATMs) and passenger numbers for domestic, Europe and elsewhere.

Table 1.02 shows ATMs and passenger numbers for each airport.

Table 1.03 shows ATMs by airport split by domestic and international.

Table 1.04 gives the same split for passenger numbers.

Annual figures for years back to 2012 are available.

United Back to Second Place

From Bloomberg

United Continental Holdings' domestic expansion has put it ahead of Delta Air Lines in terms of passenger traffic. Early last year, United embarked on an effort to regain market share at its three mid-continent hubs in Chicago, Houston and Denver. Under a three-year plan, United is targeting capacity increases of up to 6% a year as it seeks to increase flight connections - and profits - at its busiest airports.

Last year United recorded 230.2 billion revenue passenger miles. Delta, which took over the number two spot in 2015, had 225.2 billion.

American Airlines, which has yet to release its traffic data for all of 2018, is expected to retain its title as the world's largest carrier.

Usage of Airport Stations in Great Britain



Manchester Airport Station: Transpennine Express Class 185 with Metrolink Tram in the Background

The Office of Rail and Road (ORR) has released its annual report on main line station usage in Great Britain. This covered the year to the end of March 2018.

My main interest is in the 11 airport stations in the report: as usual, there are no data for the stations at Heathrow and none for London City Airport on the Docklands Light Railway. For these 11 overall, there

was a 7% increase in usage since 2016/7, from 44.4m to 47.3m.

Gatwick Airport station saw over 20m passengers for the first time: in 2006/07 the number was 11.9m.

Stansted saw 8.9m, 17% up on the 7.6m recorded the previous year. This airport has seen major fluctuations in rail usage – 5.3m in 2006/07, dropping to 3.7m in 2013/14 then climbing to 4.5m in 2014/5, 6.0m in 2015/6 and 7.6m in 2016/7.

Birmingham International saw a record 6.7m (up 3% from the 6.5m in the previous year, and well up on the 2.4m in 2006/07). In contrast to Gatwick, growth has been steady – only in one year (2011/12) was the figure lower than the previous one.

Manchester Airport station saw a record 4.6m, up 10% on the 4.2m the previous year. The 2006/07 figure was just under 2m.

Luton Airport Parkway was a record high of 3.965m, up 4% on the previous year.

Southampton Airport was down 9% on the previous year at 1.7m.

Other airport stations saw less than a million passengers. Both Cardiff (178,000) and East Midlands (338,000) saw declines. Southend saw a record high of 467,000, up 18% on the previous year: Prestwick was up 18% at 133,000 having seen considerable fluctuations in particular because of the level of flight activity there. In 2008.09, it saw 661,000 passengers. Finally the oddity of Tees-side airport, with one train each week, saw a devoted usage of 74 – nearly 2½ times last year's 30.