Appendix 3

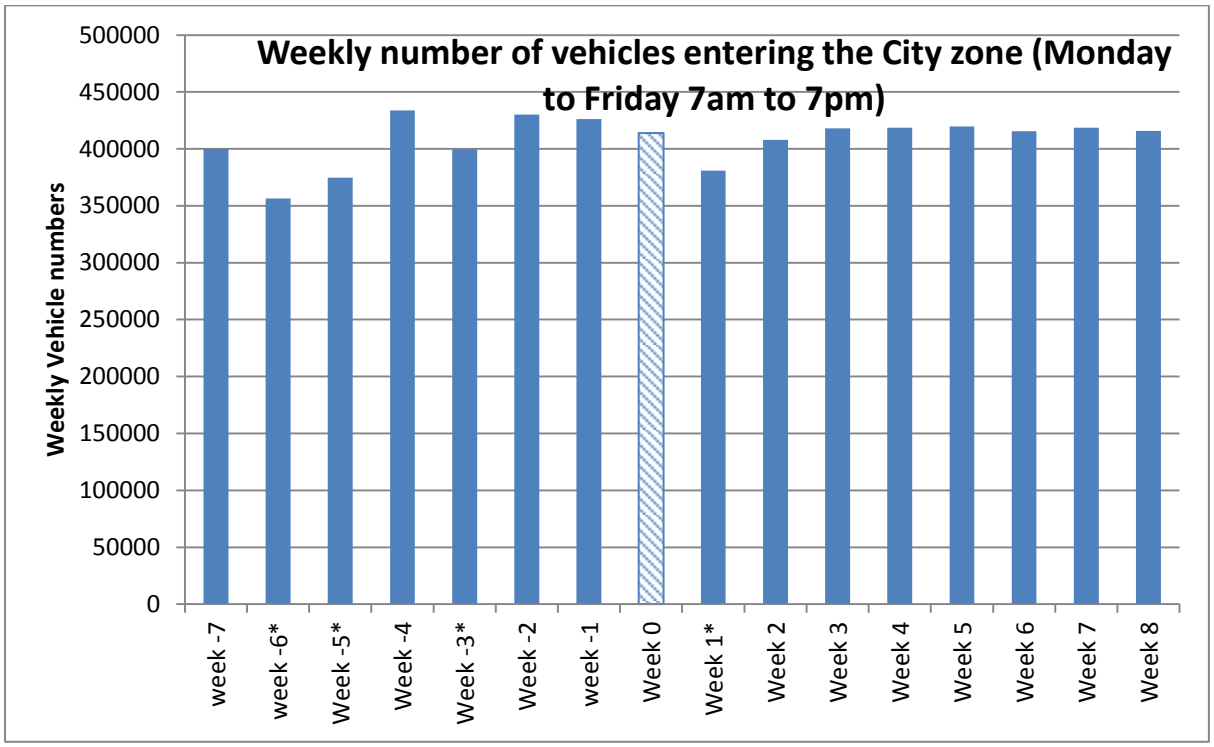
This note provides an update on how the experiment at Bank Junction is observed to be working. A more detailed update is planned to be provided to Members at the end of the calendar year.

Progress of the experiment after 8 weeks.

Compliance levels have been improving. By the end of the first week of operation, compliance levels were at 79%; by the end of week 8 (14 July), compliance levels were around 87%. At the time of writing this note, compliance levels are now over 90% meaning that currently fewer motor vehicles are traversing the junction over the whole of the 12 hour restriction than used to traverse each hour. This is a significant reduction in traffic volumes in this area.

Since the experiment started, officers are aware of one recorded collision at the junction (in a single node) between the 22 May and the 18 August between Monday to Friday 7am to 7pm. In the same time period an average of 3.7 casualties, over the previous 3 years, had occurred at the same node. This is a promising start in terms of casualty reduction for the experiment.

We are reviewing data from 24 of the City's Ring of Steel entry cameras for the number of vehicles entering the City zone, Monday to Friday 7am to 7pm. From this we can see that traffic volumes within the City have remained fairly consistent since the scheme went in. Week 0 in the below graph is the week of the experimenting starting operation (22 May 2017).



* includes a bank holiday

Week -7 was the first week of April, with Easter weekend falling at the end of week -6. There is some fluctuation in flow in the weeks before the experiment went live, largely

because of the number of Bank Holidays that were experienced. However the data does show that there has been consistency in volume of vehicles since the experiment went in.

Operational matters of the experiment

There has been no need to change anything fundamental with the scheme.
Following a sign audit by an independent consultant, there were a few minor recommendations to improve compliance. Therefore some modification to the temporary red signage on the approach to the enforceable gateway points has been made. Following feedback from the consultant we have enlarged the enforceable sign on Queen Victoria Street and placed it on a yellow backing board to improve the signs visibility against the streetscape. We have also placed the enforceable gateway signs in the junction for the Threadneedle Street/Cornhill point onto a yellow board. We are monitoring these sites to see if there is an improved compliance rate and will modify the other signs to be bigger if necessary (and physically possible), and on yellow backing boards if it appears to improve compliance further.

We have reviewed some of the loading restrictions and modified to better meet the needs of the local businesses and to improve pedestrian sight lines. These are minor modifications.

Observations of how the experiment is working from a traffic perspective

Largely, traffic appears to be flowing reasonably well for most of the time on the alternative routes. There have been some issues on Cannon Street with slower moving traffic, but this appears to have eased since the left turn lane on the approach to Queen Victoria Street re-opened recently. Cannon Street remains under careful watch by both the City and Transport for London.

General traffic journey time information is not yet available to be able to make comparisons. Information is sourced via a dataset collated by the Department for Transport and licensed to Transport for London. Data should be available for the first three to four months of operation at the end of the year.

Bus Journey times

In terms of data, the only 'live data' that we currently have is regarding bus journey times. Looking specifically at Cannon Street, as this is where observed issues of slower moving traffic has reoccurred, and comparing the observed journey times for the two peaks to the traffic modelled outcomes for two routes; the actual journey times are an improvement on what was forecast. See Table 1

Work with Transport for London regarding assessing Bus journey times against actual previous performance is on-going. There have been significant road works impacting on performance and routing of services for some time prior to the experiment, so agreement on the best time period to use as the baseline is required.

Overall, observations in the first couple of months of operation of the experiment have not indicated anything fundamentally wrong with the forecasts of how traffic would operate. Officers continue to monitor the situation closely.

Table 1: Preliminary bus journey times on key corridors versus the traffic modelled outcome.

			Modelled Journey times	Observed average journey time
Cannon Street (St Paul's to Monument – **East Cheap**)			Journey time forecast with Bank operational (2018)	Average Journey Time of the first 10 weeks of operation
route 15	EB	AM	7-10 mins	10-15 mins
		PM	20-30 mins	10-15 mins
route 15	WB	AM	10-15 mins	7-10 mins
		PM	7-10 mins	5-7 mins

			Modelled Journey times	Observed average journey time
Cannon Street (St Paul's to Monument – **London Bridge**)			Journey time forecast with Bank operational (2018)	Average Journey Time of the first 10 weeks of operation
route 17	EB	AM	7-10 mins	10-15 mins
		PM	20-30 mins	10-15 mins
route 17	WB	AM	10-15 mins	7-10 mins
		PM	10-15 mins	5-7 mins

Journey time data for the observed comes from the I-Bus data collated by Transport for London for the first 10 weeks of operation of the experiment.

Whilst these two route traverse most of the same route along Cannon Street, the different bus stops to the east do make subtle changes to the journey times, which is why both routes have been displayed.