Appendix 2 – Journey Times & iBus data

Figure 6 below is for the PM period showing the data for bus journey time differences pre-scheme, stretching back to October 2015, and post scheme, to the end of September 2017. The lighter bars show the model's prediction of the change to bus journey times in the PM peak, and the bolder bars show the actual change in bus journey times observed so far in the PM peak.

Figure 6: Bus Journey times in the PM peak – model prediction and actual post scheme change, categorised by number of services
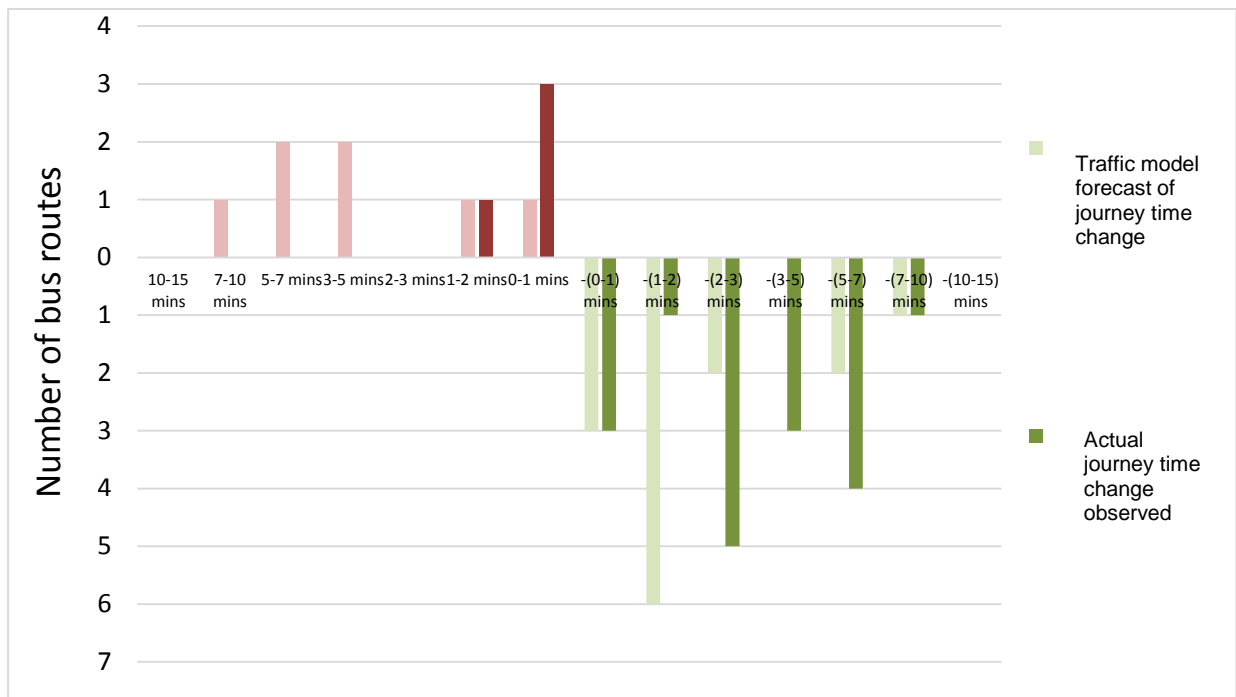

Figure 6 shows that more services have experienced larger savings in journey times in the PM peak than the model forecast since the scheme went live.

Corridor Journey times

The four key corridors as discussed at Committees and Road Space Performance Group are as follows;

- **London Wall**
- **Bishopsgate/ Gracechurch Street**
- **Cannon Street**
- **New Change / St Martin Le Grand**

Officers have used iBus journey times for comparison between pre and post implementation states. Outcomes from this comparison can give a good indication of the impact to general traffic, as we can infer if there has been a change to bus journey times on these corridors, then it is likely that traffic has seen a similar impact.

Officers are due to receive Trafficmaster data which will give an independent view of general traffic journey times, though this data is not yet available.

There are bus routes which run the entire length of the corridors and there are some which run for only part of the corridor. For the purposes of clarity, only those routes which run along the whole of the corridor have been included. In time, as more data becomes available, officers will be undertaking a more detailed aggregate analysis for these corridors to understand journey time changes using a broader spectrum of routes.

The tables below show the both movements (EB and WB or NB and SB), combined to give an average journey time change and sorted into bandings, to show overall corridor performance. As stated in paragraph 20 of the report the data presented below extends to August 2017 only to account for diversions.

Table 5: London Wall

Route	Journey time change AM peak (8am – 9am) in minutes	Journey time change PM peak (5pm – 6pm) in minutes
100	-(2-3)	-(2-3)

Table 6: Bishopsgate

Route	Journey time change AM peak (8am – 9am) in minutes	Journey time change PM peak (5pm – 6pm) in minutes
47	-(2-3)	-(2-3)
48	-(3-5)	-(2-3)
149	-(3-5)	-(2-3)
344	-(5-7)	-(3-5)

Table 7: Cannon Street

Route	Journey time change AM peak (8am – 9am) in minutes	Journey time change PM peak (5pm – 6pm) in minutes
15	-(0-1)	-(2-3)
17	-(0-1)	+(1-2)

Table 8: New Change / St Martin Le Grand

Route	Journey time change AM peak (8am – 9am) in minutes	Journey time change PM peak (5pm – 6pm) in minutes
4 (Southbound only)	+(0-1)	+(1-2)

The data compares the difference in the average bus journey time between the same two stops on the corridor, after the scheme and before the scheme. The figures seem to indicate that to the end of August there has been a neutral to positive overall impact on journey times.