

Appendix 3 – Journey Times & iBus data

31. As stated in the previous Bank on Safety monitoring report, the agreed post-implementation monitoring strategy indicated that success in this criterion would consist of an average journey time improvement of bus services within the modelling area over the two peaks. It was also agreed that the operation of the 4 key surrounding routes on average for general traffic would be no worse than the proposed modelled output for 2018.
32. iBus data is collected by London Buses from every bus on the network through GPS recording. Pre and post scheme data is divided as follows;

Pre-Scheme	Post-Scheme
1 st October 2015 – 21 st May 2017	22 nd May 2017 – 31 st January 2017

31. Figure 13 below shows the number of routes experiencing an actual journey time saving or increase between pre and post scheme (bold bars) vs what was forecast by the traffic model (light bars). This data is for the AM peak (8am - 9am), and is a combination of both directions through the model area (i.e. Northbound + Southbound), as this is how modelling journey time data is typically reported.

Figure 13: Bus Journey times in the AM peak – model forecast vs observed post-scheme change, categorised by number of services affected (combined direction).

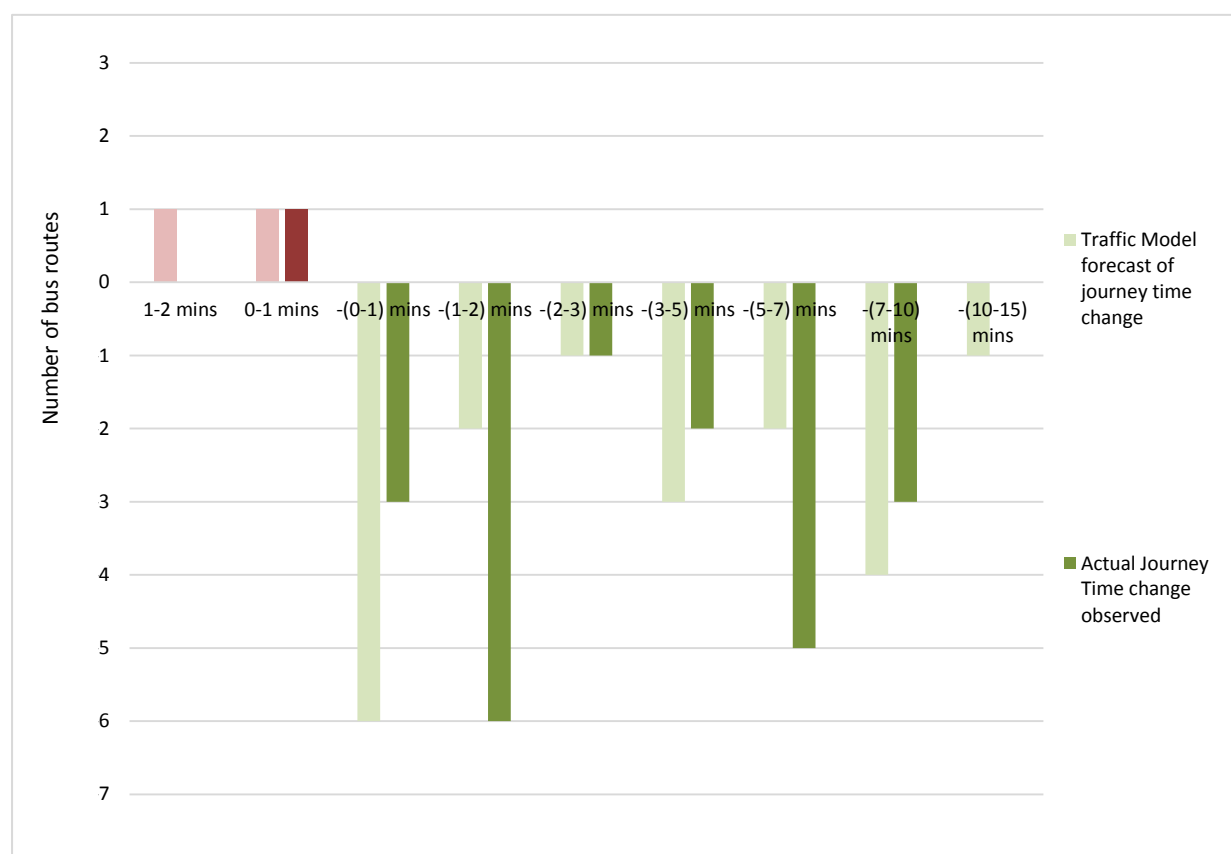
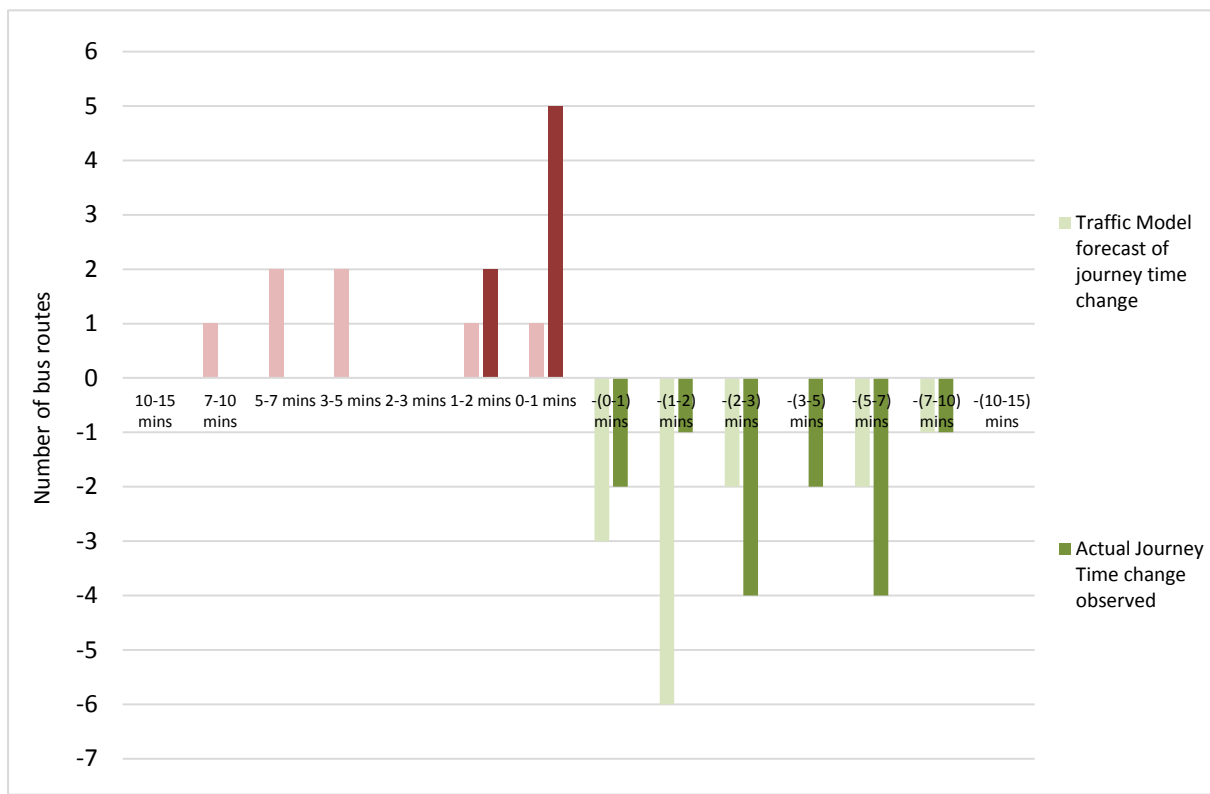


Figure 14: Bus Journey times in the PM peak – model forecast vs observed post-scheme change, categorised by number of services affected (combined direction).



32. Figures 13 and 14 show that the majority of services continue to experience larger savings in journey times in both peaks than the model predicted.

33. It should be noted that this data includes the journey times of buses on diversion due to planned directional road closures, such as London Wall and Bishopsgate, and emergency diversions since the scheme began.