

Appendix 5

Technical Note – City of London and LTDA/BWB Consulting Data Comparison

To date, the City of London has published two monitoring reports on the progress of the Bank on Safety Scheme which have measured the performance of the scheme against its original objectives and a number of other metrics which were deemed to be of interest.

In parallel with the City's own monitoring programme, the Licensed Taxi Driver Association (LTDA) and their consultants, BWB Consulting, have undertaken a number of data collection exercises (predominantly associated with journey times and licensed taxi availability) to inform their public consultation response and subsequent ongoing discussions with City of London officers.

Following this a review the City of London have accepted a number of the monitoring datasets collected by the LTDA and BWB for inclusion in its ongoing monitoring portfolio. The data gathered has been summarised within this note and is compared to similar datasets collected by the City of London.

The following datasets have been included in this analysis:

- City of London Mystery Shopper Taxi Journeys – a total of 241 taxi journeys were undertaken across three surveys
 - May 2017 (pre-scheme),
 - July 2017 and
 - November 2017,which surveyed 10 key routes (five routes in two directions), informed by the taxi trade. An average of the July and November surveys has been used in this note.
- LTDA GPS Surveys – a total of 207 taxi journeys were undertaken across two surveys,
 - 91 journeys undertaken between 27/04/2017 – 11/05/2017; and
 - 116 journeys undertaken between 21/09/2017 – 29/09/2017)which surveyed 7 routes in total.
- iBus data – outputs have been generated for 27/04/2017 – 11/05/2017 to be in line with LTDA GPS Surveys.
- Pre-Scheme Licensed Taxi ANPR data undertaken between 15/05/2017 and 19/05/2017, as provided to the City of London by BWB Consulting and the LTDA.

The following datasets were not included in this analysis:

- Post-Scheme iBus data – as Buses are able to travel through Bank Junction in the post-scheme scenario, this dataset is not able to provide an accurate benchmark.
- Post-Scheme Licensed Taxi ANPR data undertaken between 18/09/2017 – 22/09/2017 undertaken by BWB Consulting and the LTDA. This data has not been included as the surveys were undertaken whilst Bishopsgate was closed southbound and Threadneedle Street was closed westbound. In addition, following review of the methodology it was not deemed to be fit for purpose to detect licensed taxi journeys in the post-scheme scenario.

It should be noted that there is a high degree of variance between the above datasets and the journeys they measure, i.e. not all of the surveys begin and end in the same place, as such it is only possible to compare the datasets across the directions presented in this note. In some cases, not all datasets can be used – where this is the case a notation is made within the analysis.

For these reasons the data presented within this note is indicative only and robust conclusions around the accuracy of the data provided by the LTDA and BWB Consulting cannot be drawn.

It should be noted that the LTDA ANPR data has had anomaly timings removed of over 40 minutes and under 2 minutes to provide average journey times.

South to North (Approximately London Bridge to Moorgate stations)

Figure 9: South to North Journey Lengths

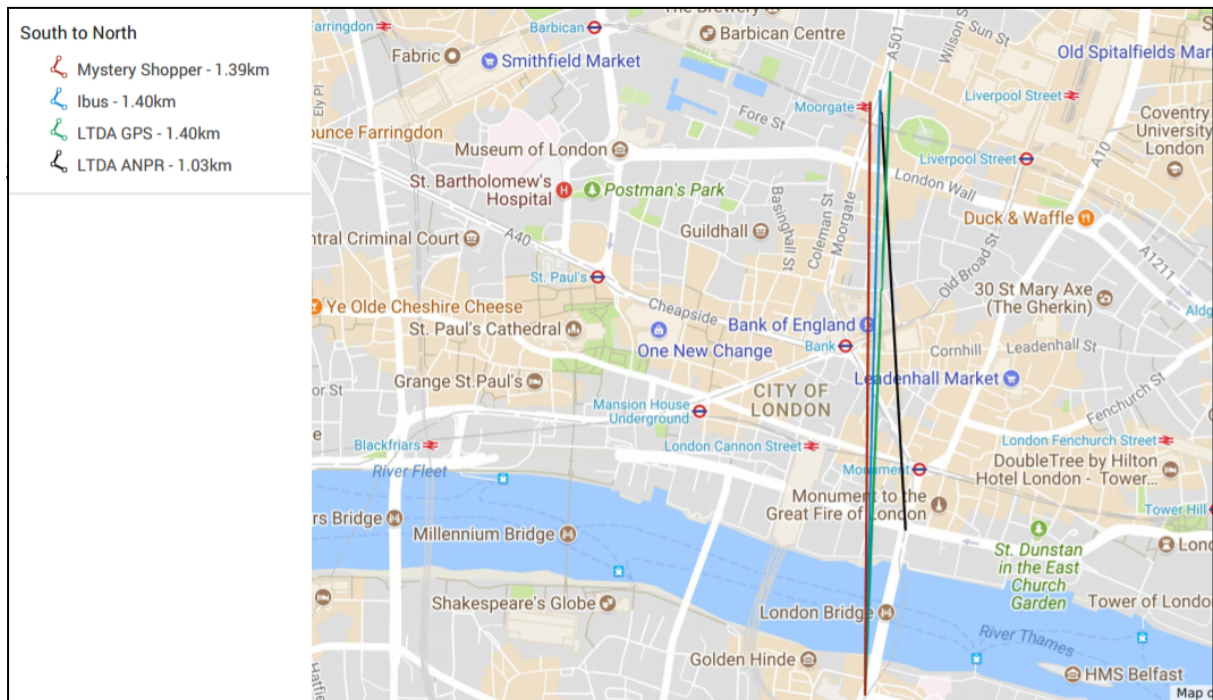
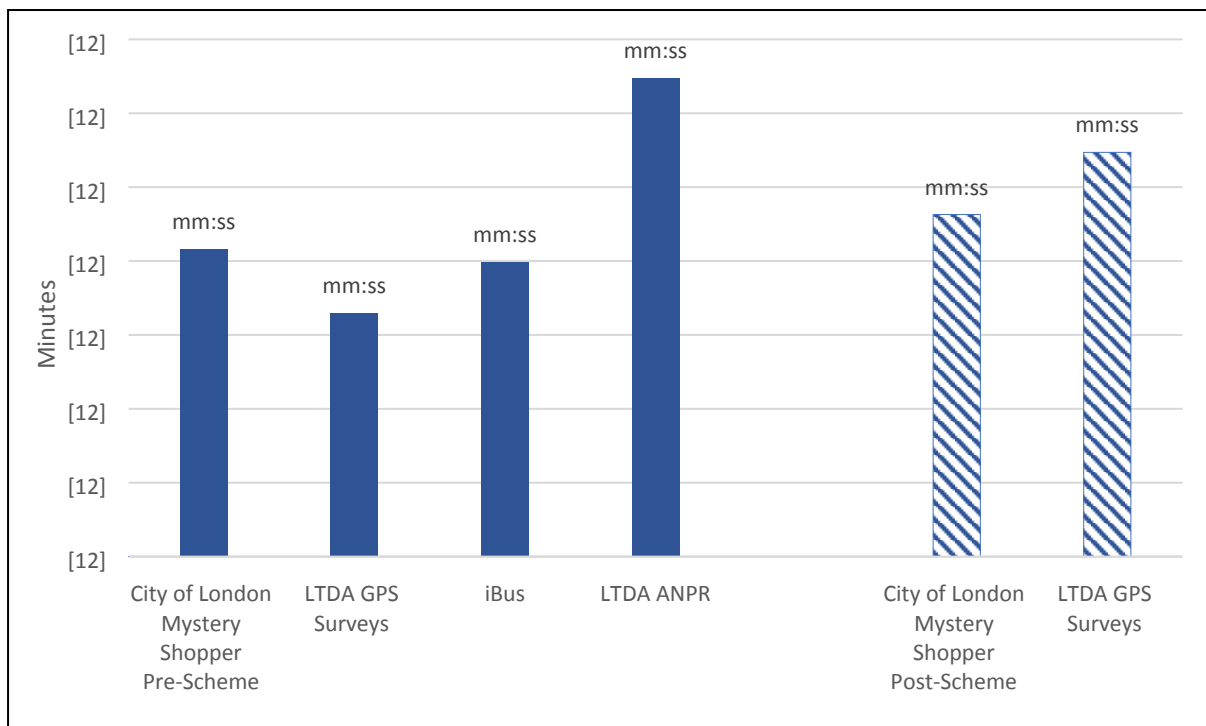


Figure 10: Average Journey Times for South to North Journeys by dataset, split by pre and post scheme.



The LTDA ANPR data for the Pre-scheme does seem comparatively high to the other survey results. The GPS survey and the mystery shopper both show increases between the before and after surveys, with the LTDA GPS showing much greater impact. This is likely to have

been influenced by the work on Bishopsgate in September 2017, when the LTDA post GPS survey was undertaken.

North to South

Figure 11: North to South Journey Lengths (Approximately Moorgate to London Bridge stations)

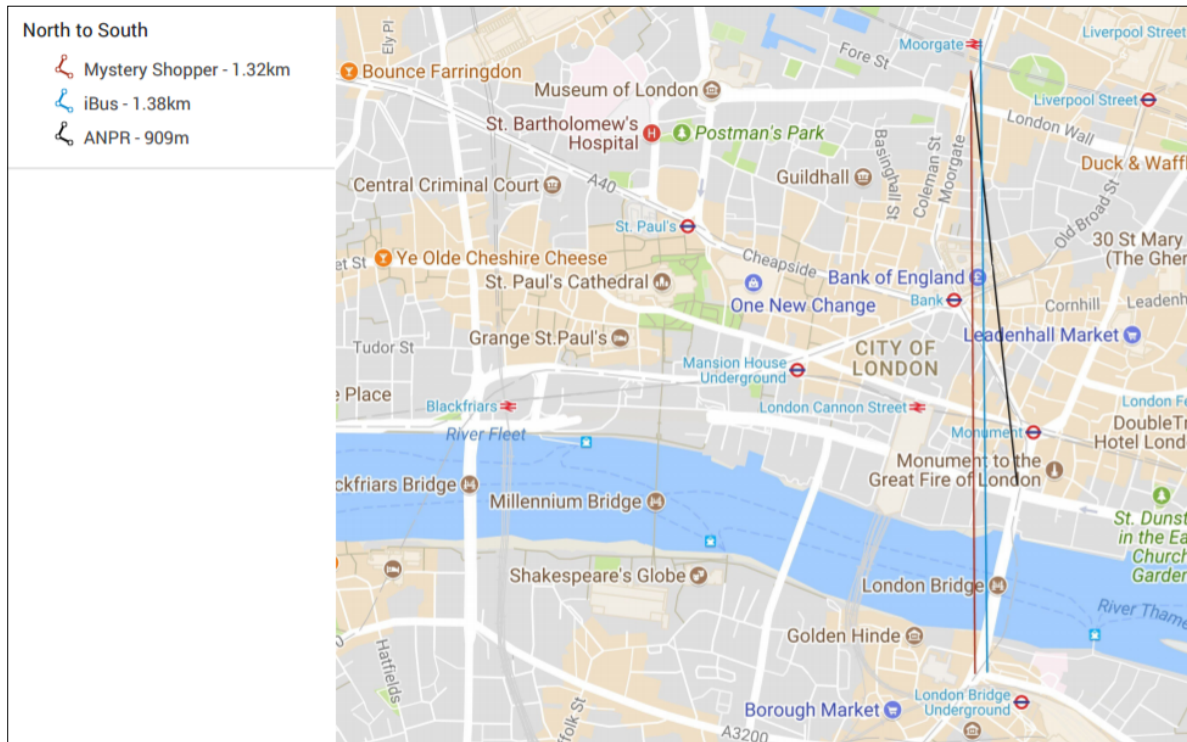
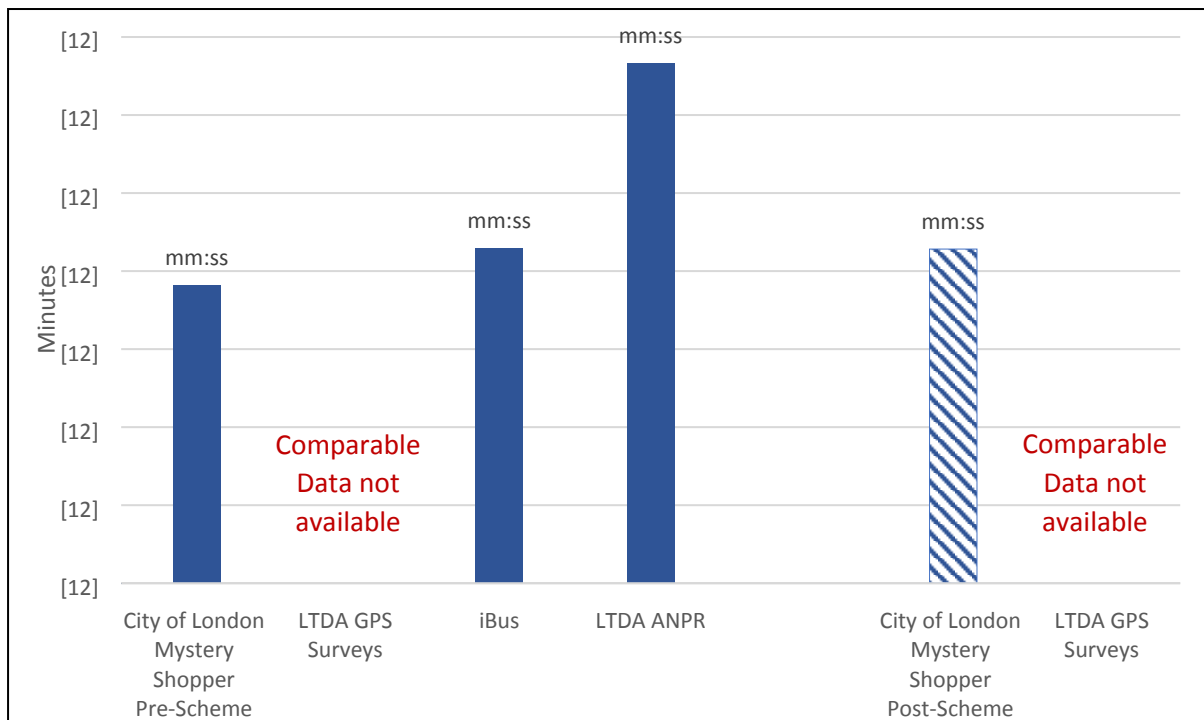


Figure 12: Average Journey Times for North to South Journeys by dataset, split by pre and post scheme.



The LTDA surveys did not record the return trip which is why there is no comparable data for this direction. The LTDA ANPR data for pre-scheme on this corridor does seem high in comparison to the IBus data (IBus data covers the same route and a longer distance).

West to East

Figure 13: West to East Journey Lengths (Approximately Fenchurch Street to St Paul's Stations)

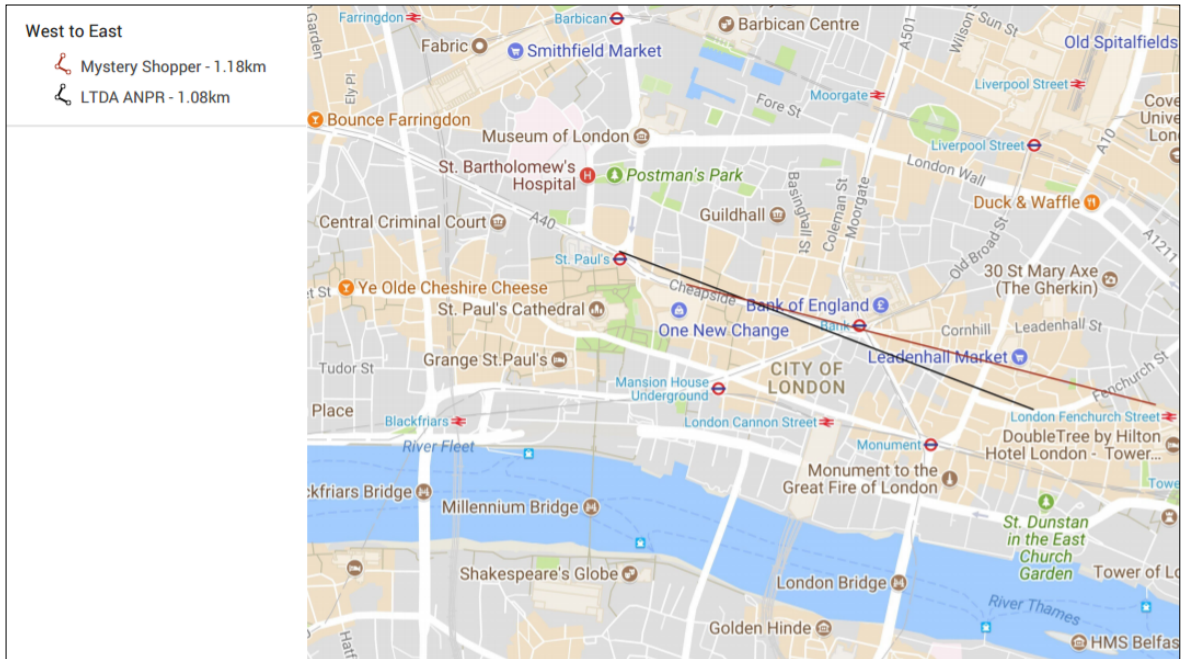
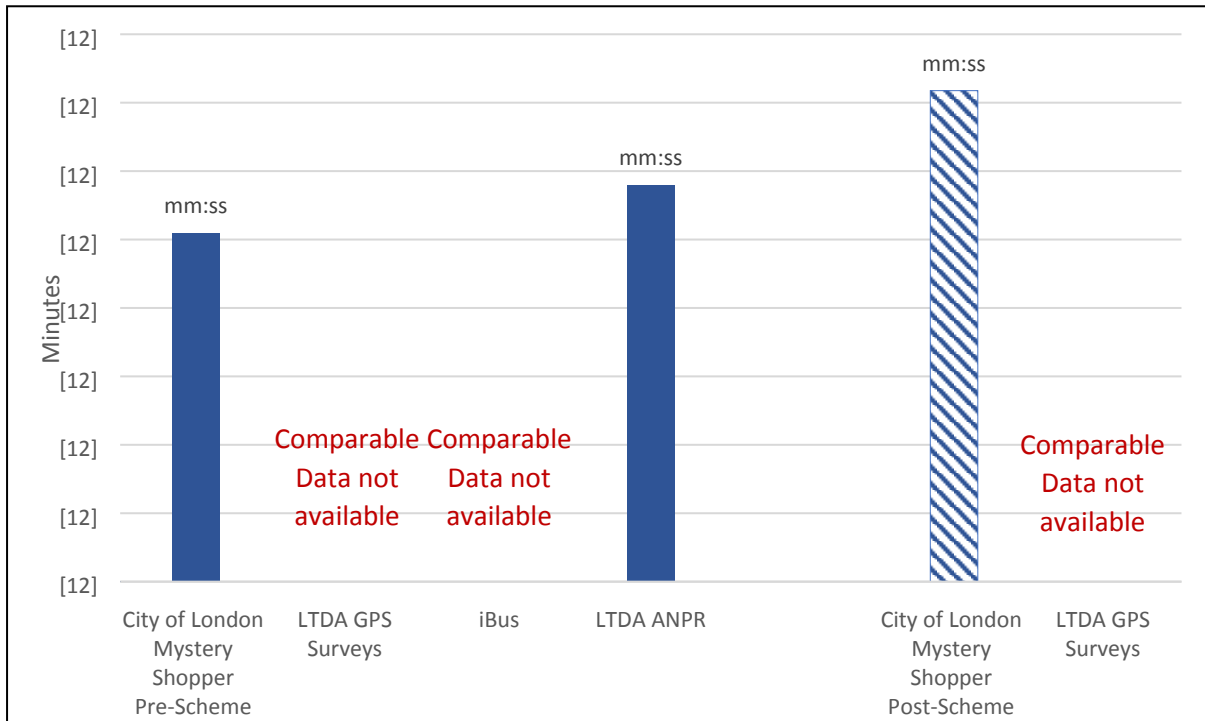


Figure 14: Average Journey Times for West to East Journeys by dataset, split by pre and post scheme.



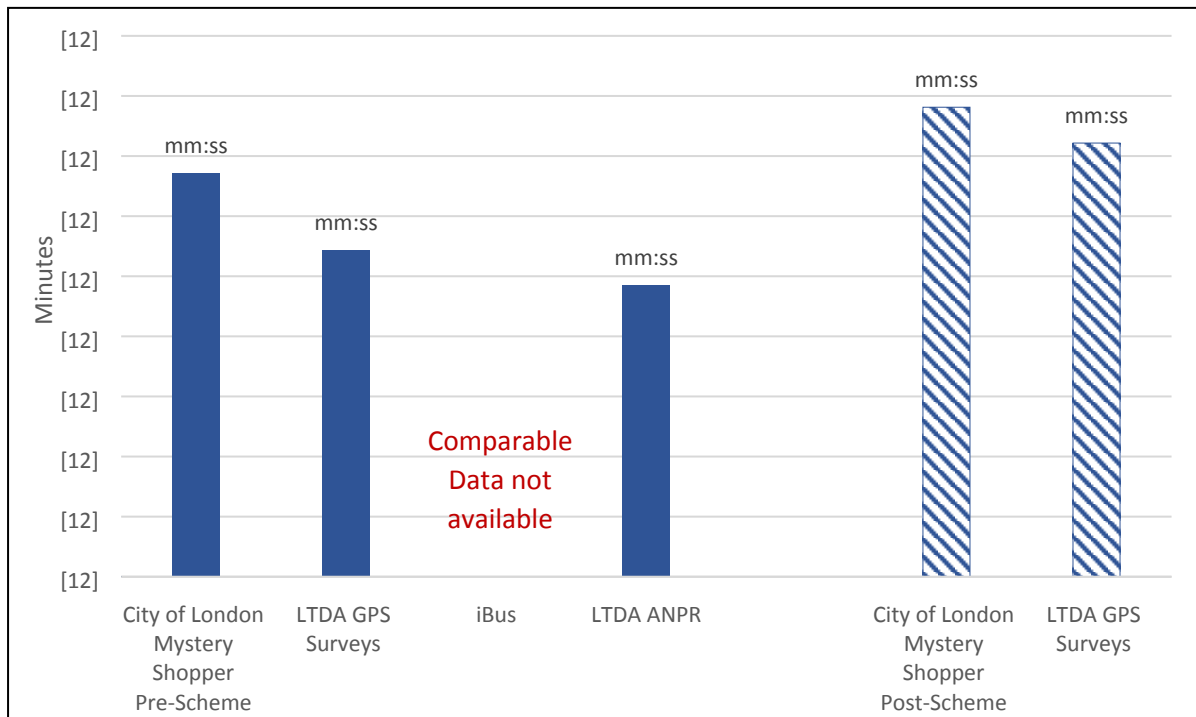
The LTDA ANPR data supports the pre-scheme mystery shopper result, however there is no comparable data for the post scheme scenario.

East to West

Figure 15: East to West Journey Lengths (Approximately St Paul's to Fenchurch Street)



Figure 16: Average Journey Times for East to West Journeys by dataset, split by pre and post scheme.



There is good correlation of the post survey data sets with some variability of the pre-survey data. The ANPR data is a shorter route and therefore does correlate very well with the LTDA GPS survey.

North East to South West (Approximately Liverpool St to St Paul's Cathedral)

Figure 17: North East to South West Journey Lengths

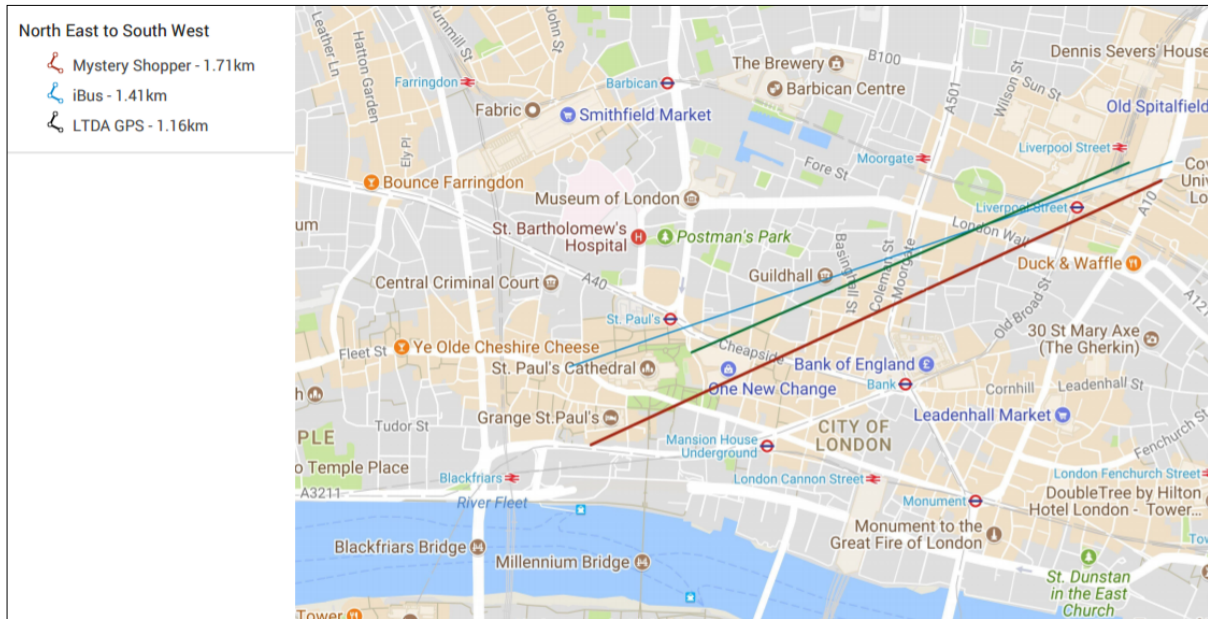
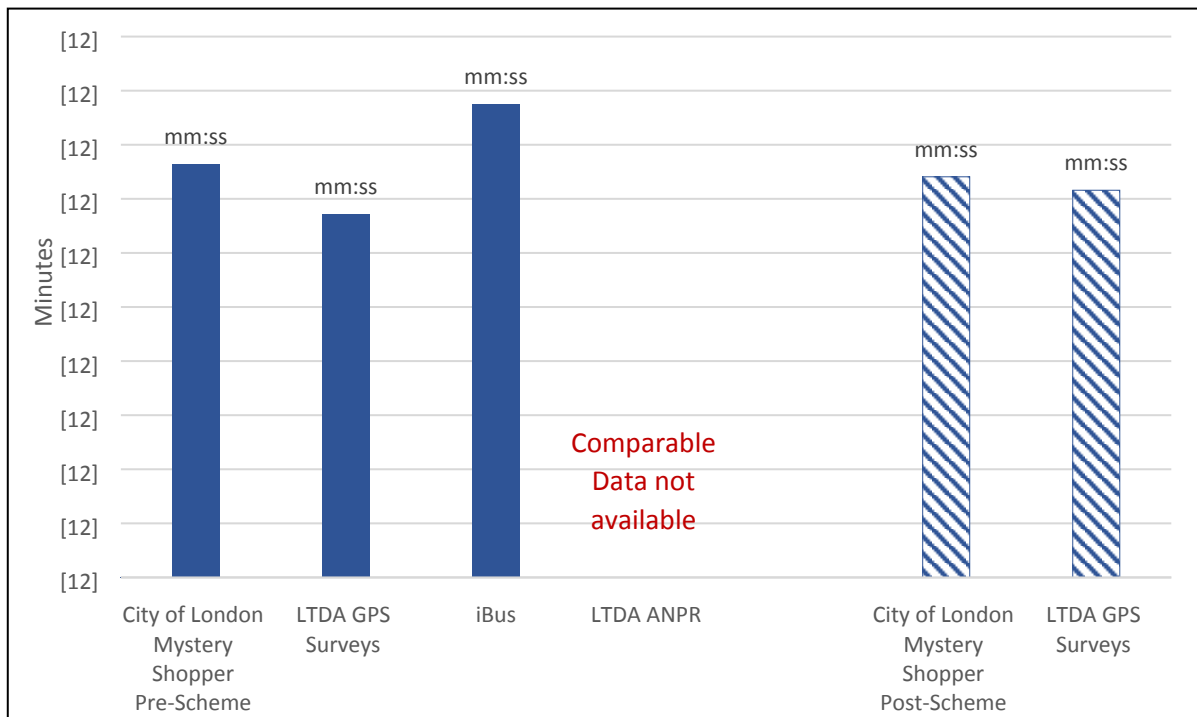


Figure 18: Average Journey Times for North East to South West Journeys by dataset, split by pre and post scheme.



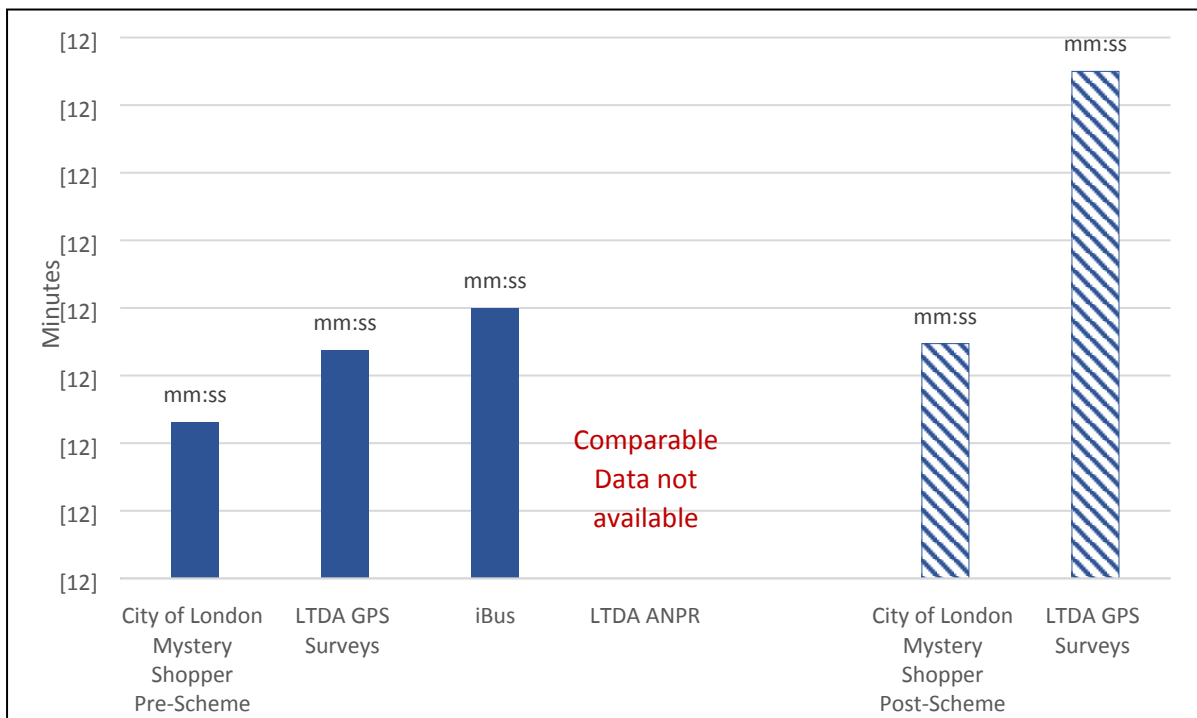
There is good correlation in the post scheme surveys between the City's Mystery Shopper and the LTDA GPS surveys. Variance in the pre-survey can most likely be attributed to the different journey distances observed in Figure 30.

South West to North East (Approximately St Paul's Cathedral to Liverpool St station)

Figure 19: South West to North East Journey Lengths



Figure 20: Average Journey Times for South West to North East Journeys by dataset, split by pre and post scheme.



This routing shows a great deal of variation in the post survey results, there were a total of seven LTDA GPS surveys, four of which had journey times in excess of 20 minutes, resulting in a high post-scheme average.