

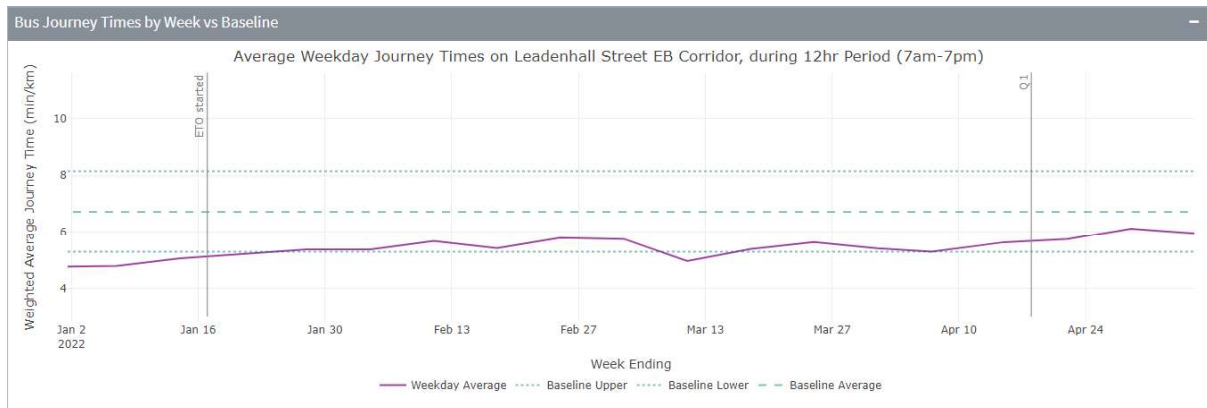
# Bishopsgate Monitoring Q1 – Supplementary Information

## Leadenhall

### Bus Journey Times

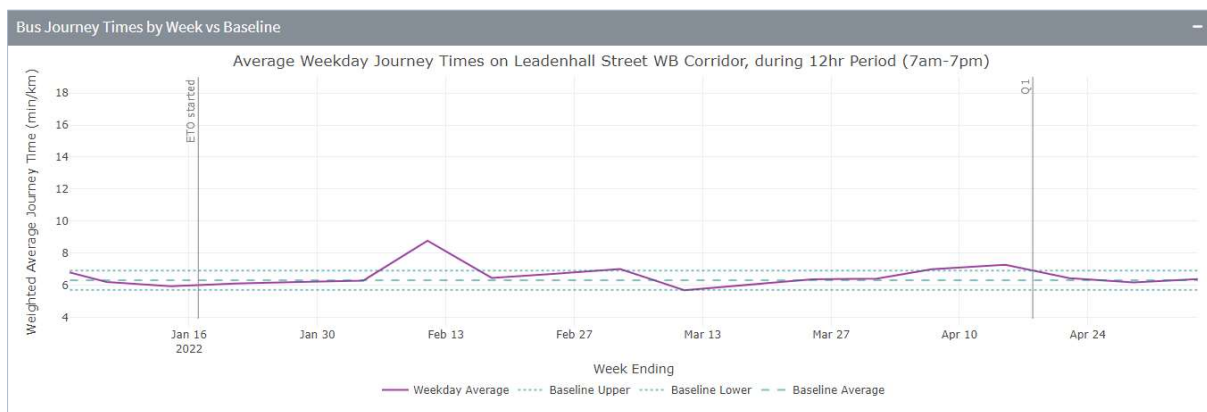
#### Eastbound

Baseline journey time is 6.7 minutes per kilometre. Average journey times are consistently around the lower threshold. AM/OP/PM peaks are all similar.



#### Westbound

Baseline journey time is 6.3 minutes per kilometre. Average journey times are generally within the upper and lower thresholds. There are ongoing developer works with at the western end of Leadenhall Street which can affect journey times.



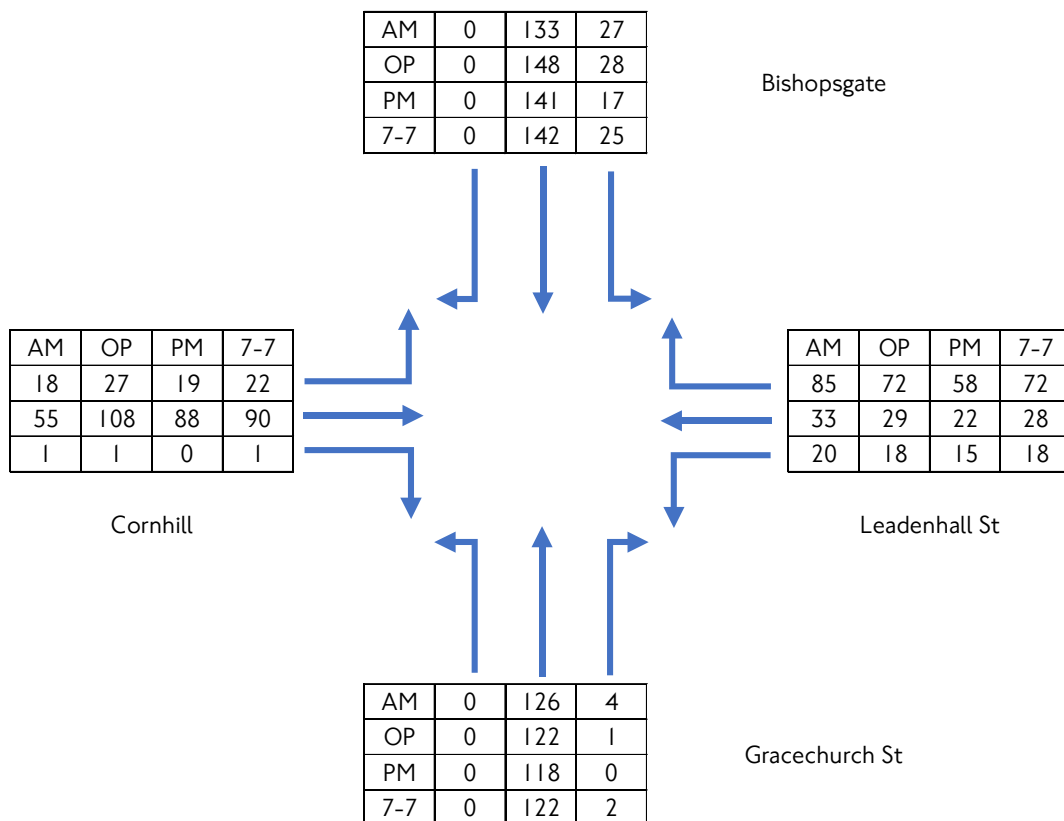
## Traffic Survey Data

Traffic surveys were undertaken on Tuesday 26<sup>th</sup> April from 06:30-18:30.

The following flow diagram summarises the weekday average hourly flow for each period throughout the restrictions 7am-7pm, excluding cyclists. Accounting for turns on and off the corridor, total flow was around 350 v/hr north of the junction and under 300 v/hr south.

Average hourly flow on Leadenhall Street was around 140 v/hr westbound and 120 v/hr eastbound across the day, slightly higher in the AM peak. Surveys from 2019 indicate a total of ~325 v/hr on average on Leadenhall Street.

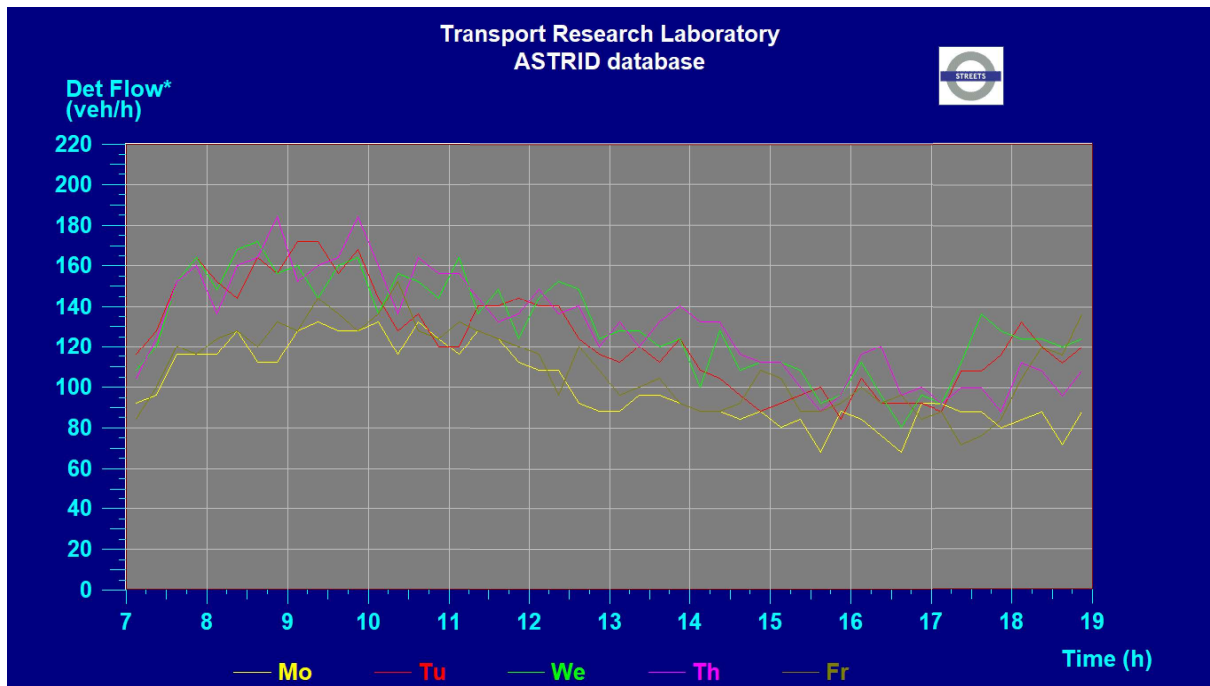
Average hourly flow (excluding cycles)



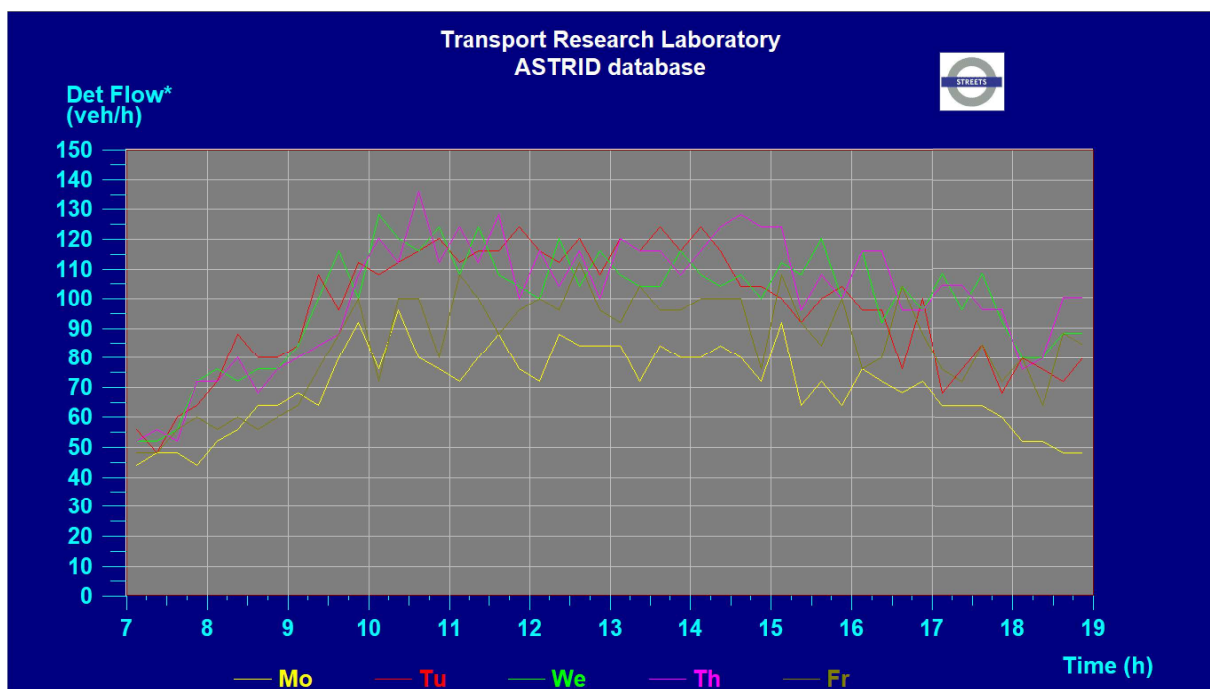
Peak TfL bus flow is ~70-75 per hour north/southbound, ~15-20 east/westbound (no turning movements)

## SCOOT Data

The traffic surveys correlate to SCOOT detector flow data.

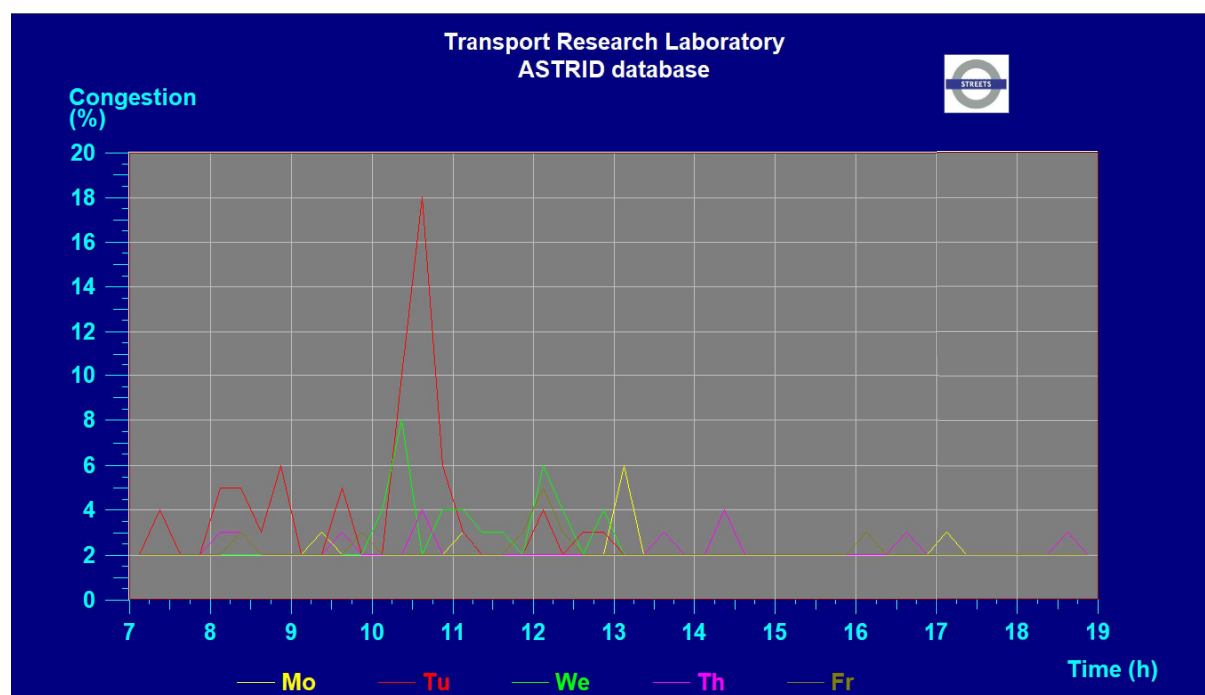


SCOOT detector flow Leadenhall westbound

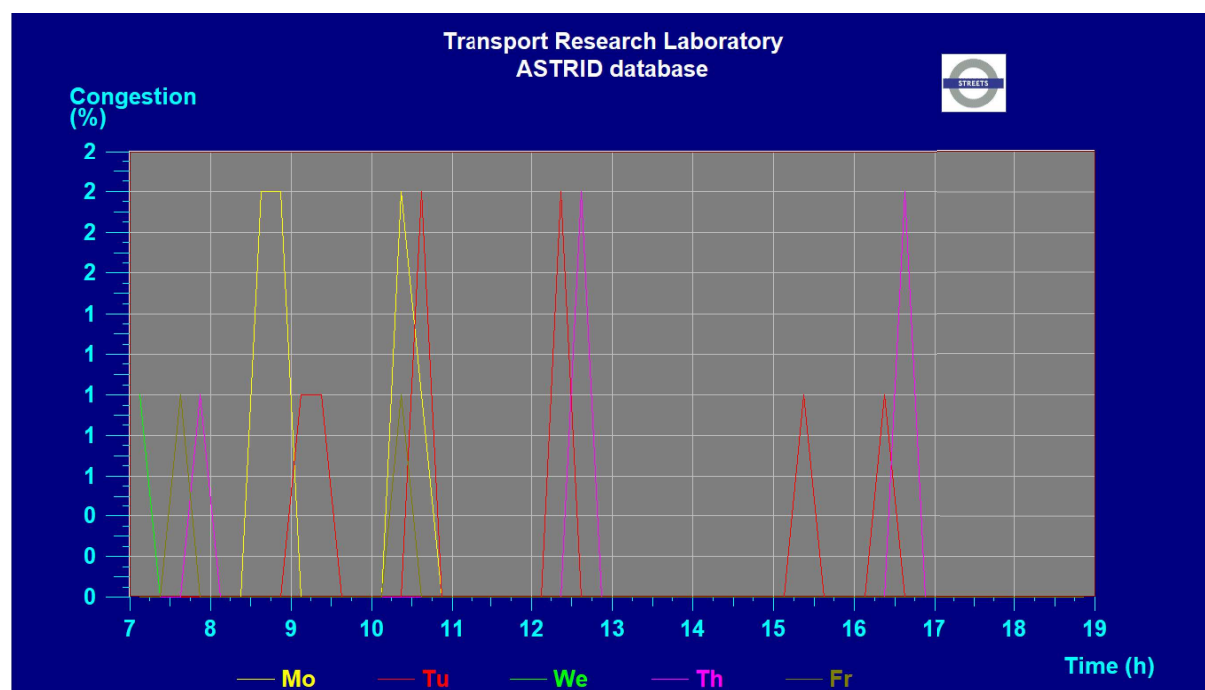


SCOOT detector flow Leadenhall eastbound

Congestion is generally very low. All indicators show flow has reduced and the network is operating well on this corridor.



SCOOT congestion Leadenhall westbound



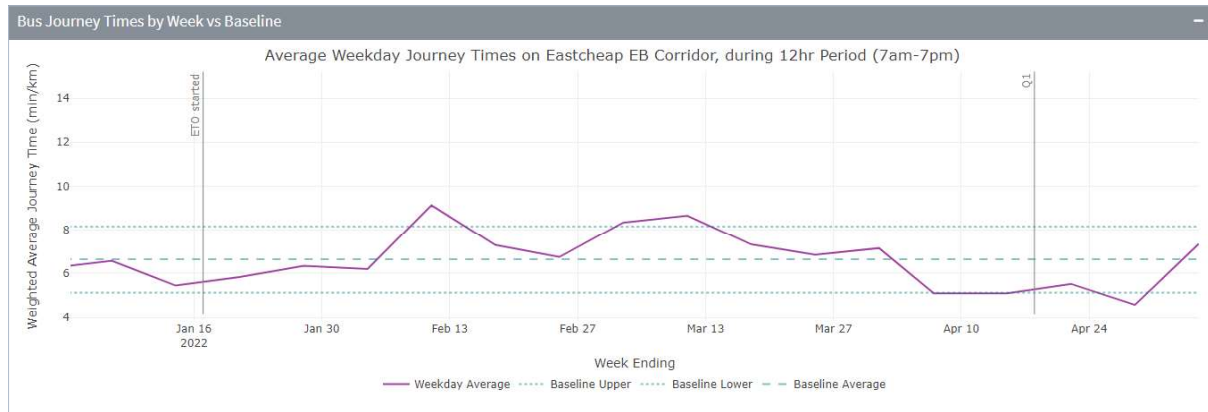
SCOOT congestion Leadenhall eastbound

## Eastcheap

### Bus Journey Times

#### Eastbound

Baseline journey time is 6.6 minutes per kilometre. Average journey times are generally within the upper and lower thresholds, the OP/PM peak slightly worse than AM.



#### Westbound

Baseline journey time is 4.7 minutes per kilometre. Average journey times are generally within the upper and lower thresholds, with a single week at the beginning of March above the upper threshold.



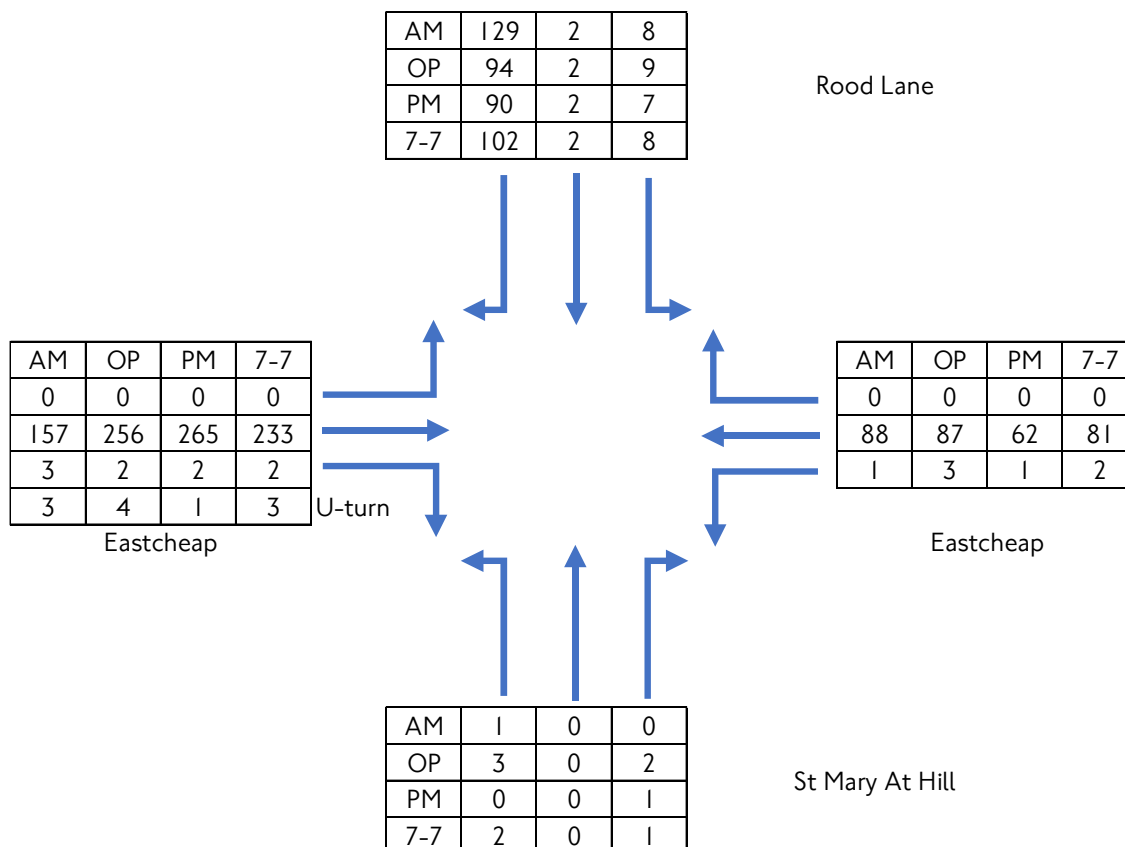
## Traffic Surveys

### Eastcheap / Rood Lane / St Mary at Hill

Traffic surveys were undertaken on Wednesday 4<sup>th</sup> May 06:30-18:30.

Average hourly flow on Eastcheap was around 190 v/hr westbound and 240 v/hr eastbound across the day, eastbound lower in the AM peak. Surveys from 2019 at Monument and at Philpot Lane indicate a total of ~60 v/hr westbound and ~110 eastbound on average on Eastcheap. This is an increase of ~130 v/hr in each direction.

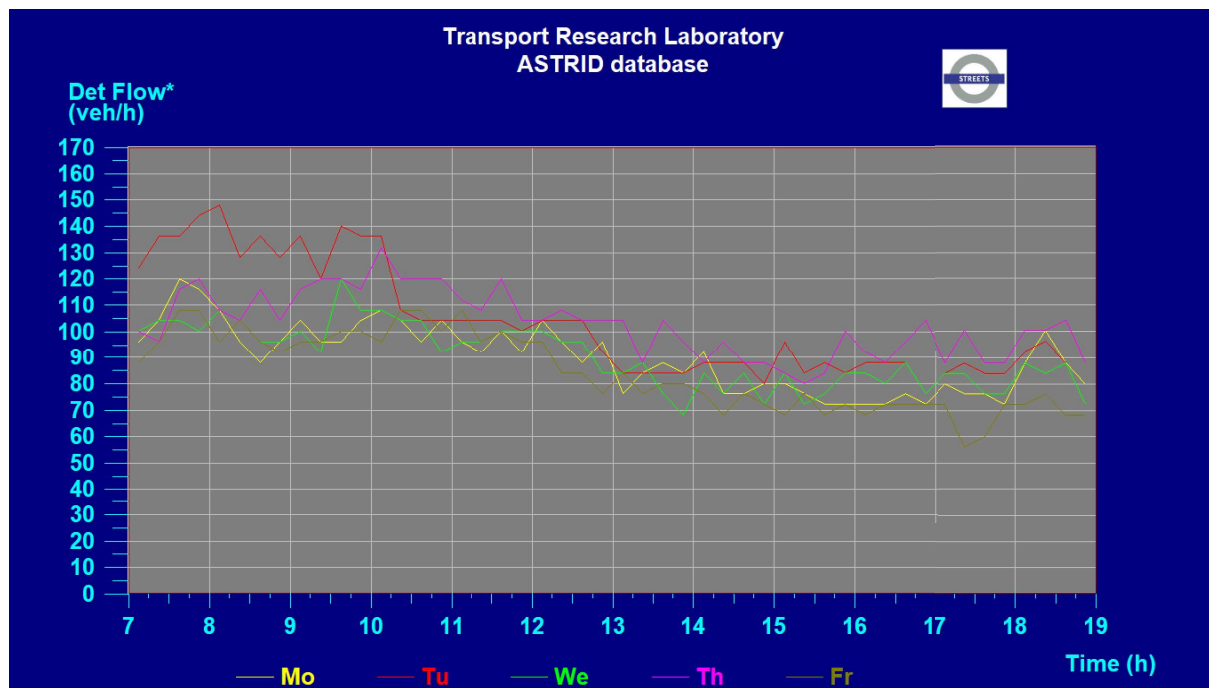
Average hourly flow (excluding cycles)



Peak TfL bus flow is ~15 each direction on Eastcheap

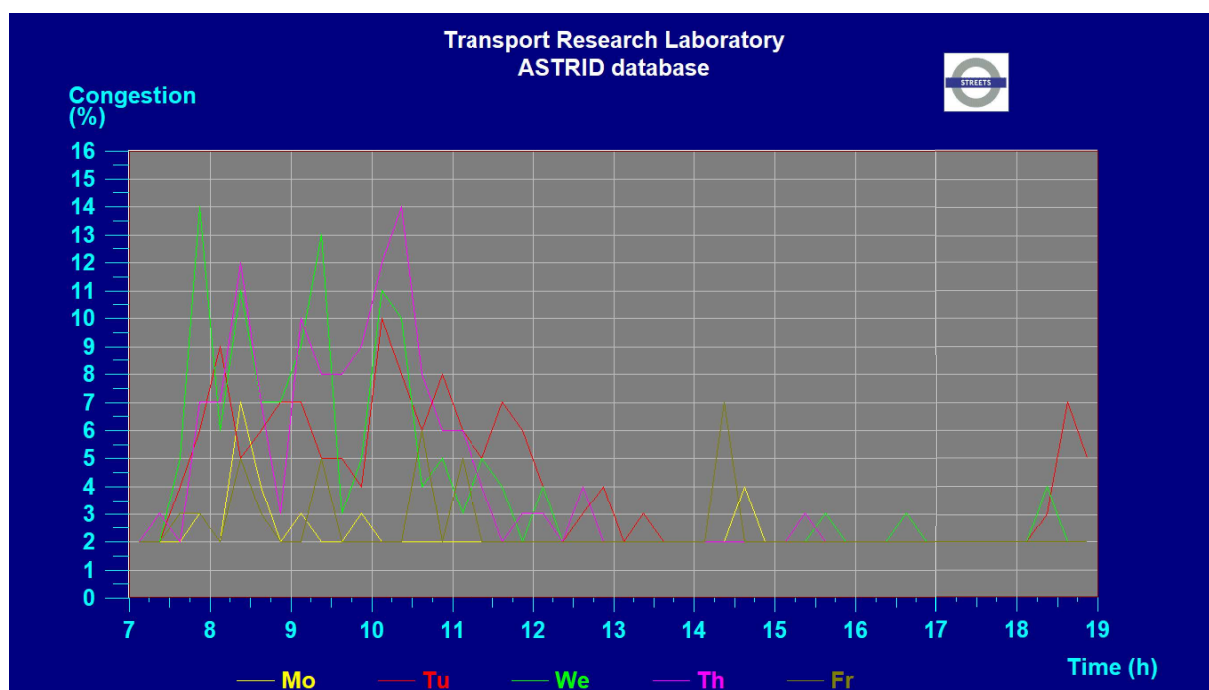
## SCOOT Data

SCOOT profile data for detector flow on Eastcheap westbound close to Philpot Lane is considerably less than the survey although is not always accurate.



SCOOT profile data for detector flow on Eastcheap westbound

SCOOT congestion data shows some congestion in the AM peak and part of the morning but very low beyond that.

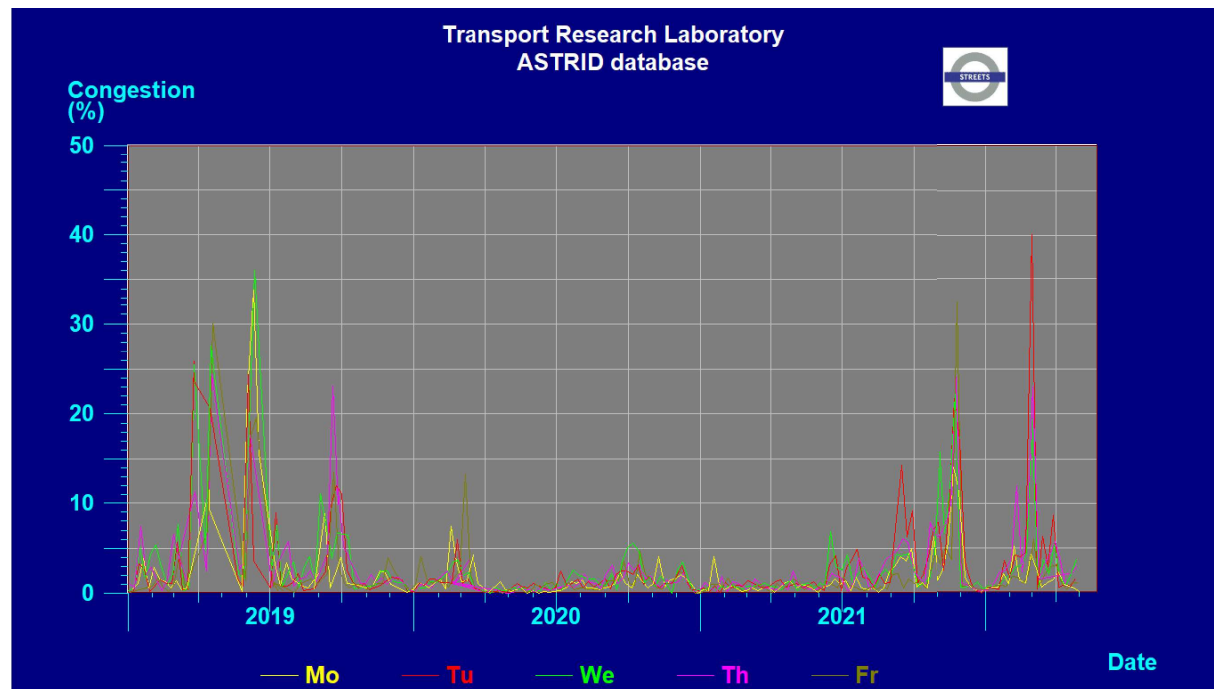


SCOOT profile data for congestion on Eastcheap westbound

Long term trends do show sustained higher levels of congestion in 2019. Congestion was high towards the later half of 2021 during the initial pandemic recovery. At the beginning of February, a new method of control was implemented at Monument increasing available capacity for Eastcheap.

Since then, network incidents such as the fire at Aldgate and works on Fenchurch have affected the demand and subsequent congestion. In addition, signal communication has been subject to ongoing problems and as a result the local signal timings have been updated to give more green time to Eastcheap.

It will continue to be closely monitored by Network Performance in Q2 to see whether these trends continue and to mitigate any increase in delay and congestion as much as possible.



SCOOT trend data for congestion on Eastcheap westbound