

London Bridge / Borough High Street – Network Performance (February to July 2022)

Buses

Core Criteria: Bus operations are not unreasonably impacted by the experiment

iBus data – comparison of bus journey times across the scheme area to the pre-pandemic average. A successful scheme will show journey times consistently lower than one Standard Deviation from the baseline on London Bridge and for the surrounding network journey times are within one Standard Deviation of the pre-pandemic average.

Bus journey times are compared against baseline data from March 2019 - March 2020. The graphs show the average baseline journey time and an upper and lower threshold indicating an expected normal journey time range based on +/- 1 standard deviation. Journey time plots from the monitoring dashboard are shown in the following section with commentary focusing on the first six months of the experiment from February to July 2022.

Bus journey times have been monitored on the London Bridge/Borough High Street corridor and on the surrounding corridors:

- Farringdon
- Great Dover Street
- Long Lane
- Newington Causeway
- Southwark Bridge
- Southwark Street
- Tower Bridge



The journey times are given as an average from 7am to 7pm unless otherwise stated. Other corridors north of the River Thames are covered within the Bishopsgate monitoring plan.

Summary

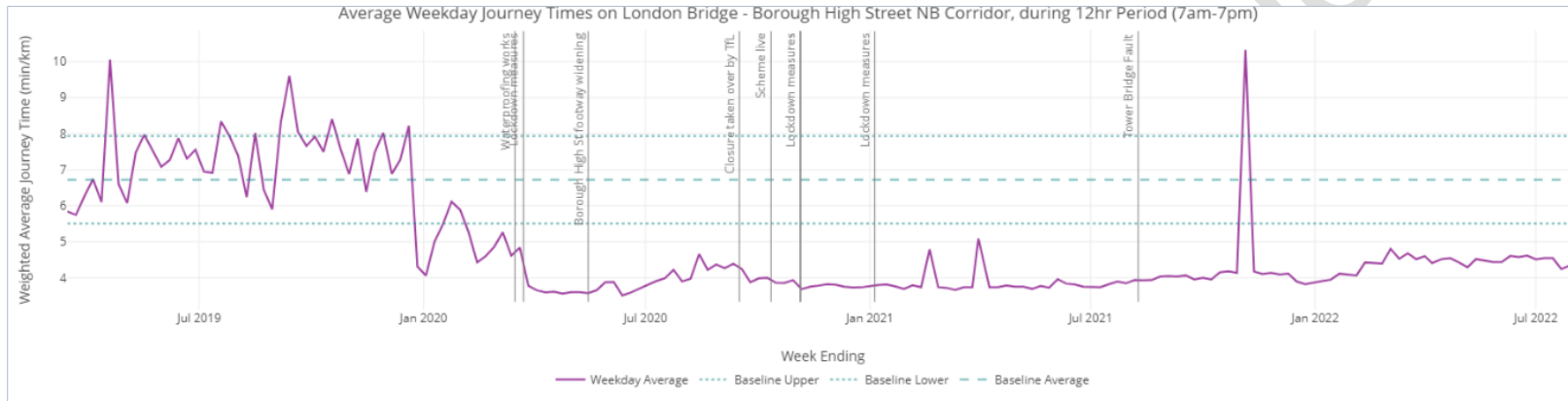
Bus performance within the scheme extents has consistently been below the lower threshold. Northbound journey times are more than 2 minutes per kilometre quicker and southbound are more than 1 minute per kilometre quicker.

Performance of the surrounding network has generally performed within the normal thresholds during the ETRO period from February to July 2022 and some corridors are performing below the lower threshold. There have been a smaller number of weeks when bus journey times on nearby corridors have operated above the upper threshold, however the majority of these can be explained by nearby works or tube/rail strikes.

London Bridge – Borough High Street

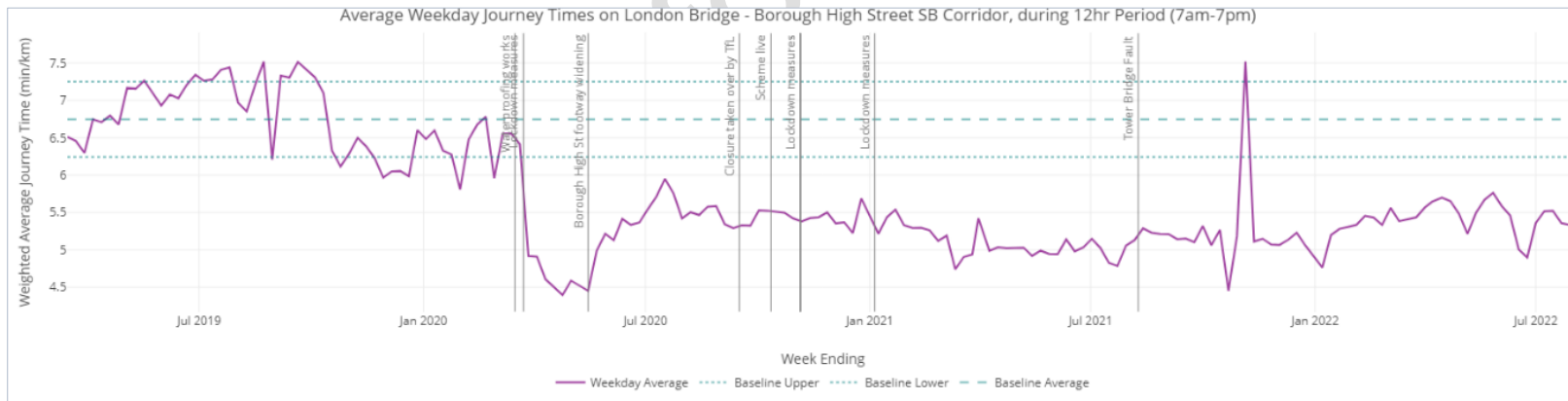
Northbound

Baseline journey time is 6.7 minutes per kilometre. Average journey times are consistently over 2 minutes per kilometre quicker. OP/PM peaks are approx. 2 minutes per kilometre quicker with the AM peak experiences stronger 3 minutes per kilometre improvements.



Southbound

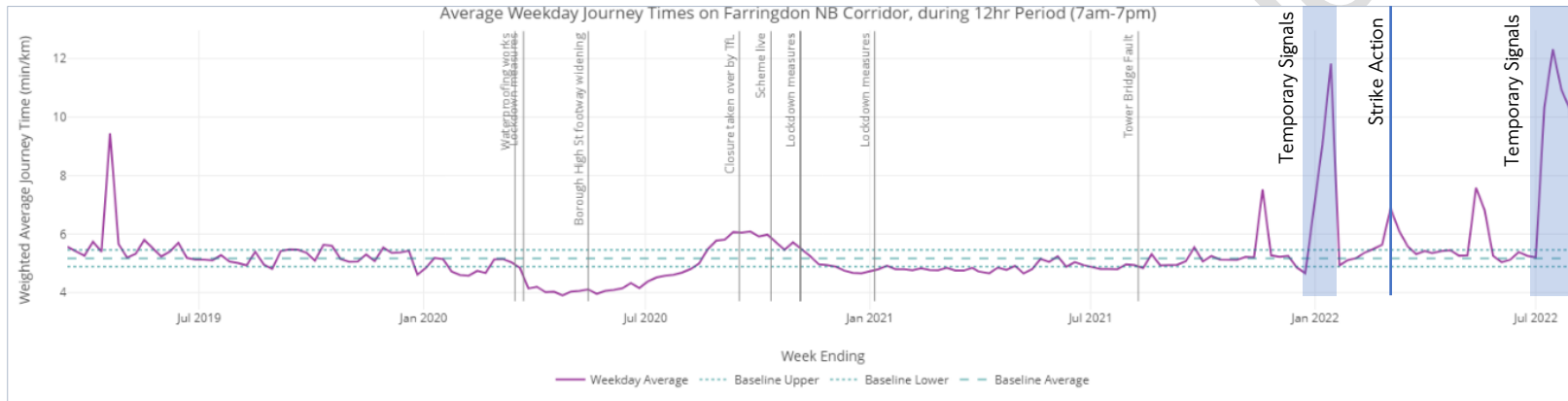
Baseline journey time is 6.7 minutes per kilometre. Average journey times are consistently greater than 1 minute per kilometre quicker. AM/OP/PM peaks are all similar.



Farringdon

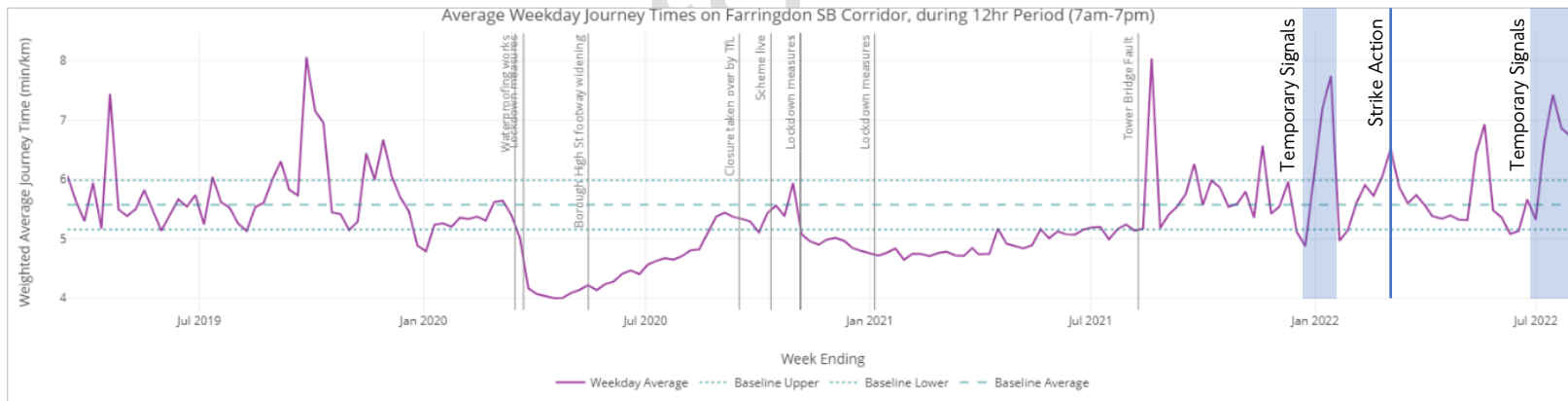
Northbound

Baseline journey time is 5.2 minutes per kilometre. Average journey times have been within the thresholds except for periods of impactful works on the Farringdon corridor including temporary signals in both January and July 2022; performance is expected to return to a green rating when the works conclude.



Southbound

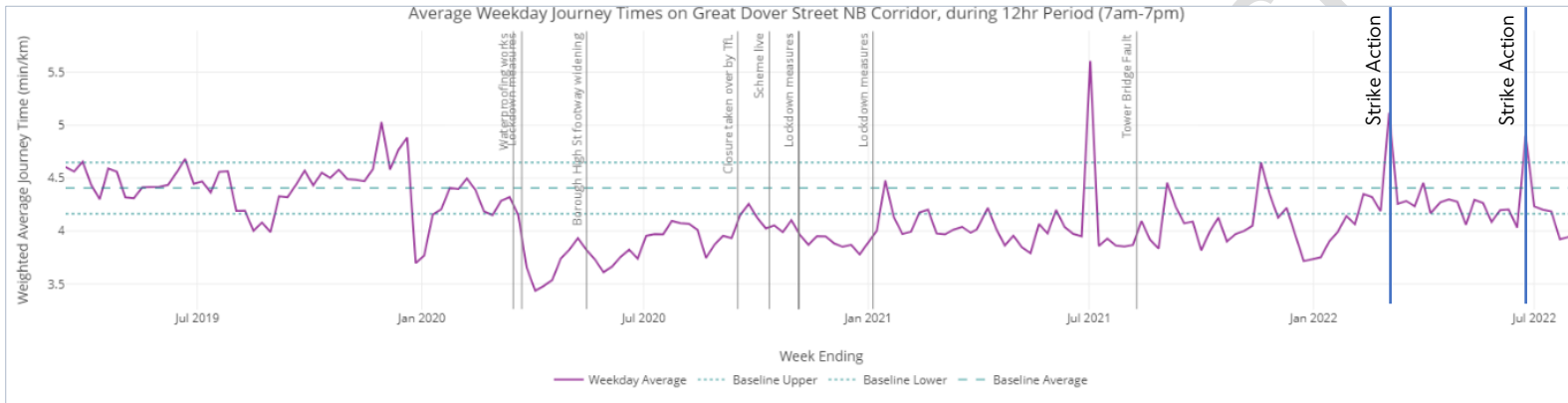
Baseline journey time is 5.6 minutes per kilometre. Average journey times have been within the thresholds except for periods of impactful works on the Farringdon corridor including temporary signals in both January and July 2022; performance is expected to return to a green rating when the works conclude.



Great Dover Street

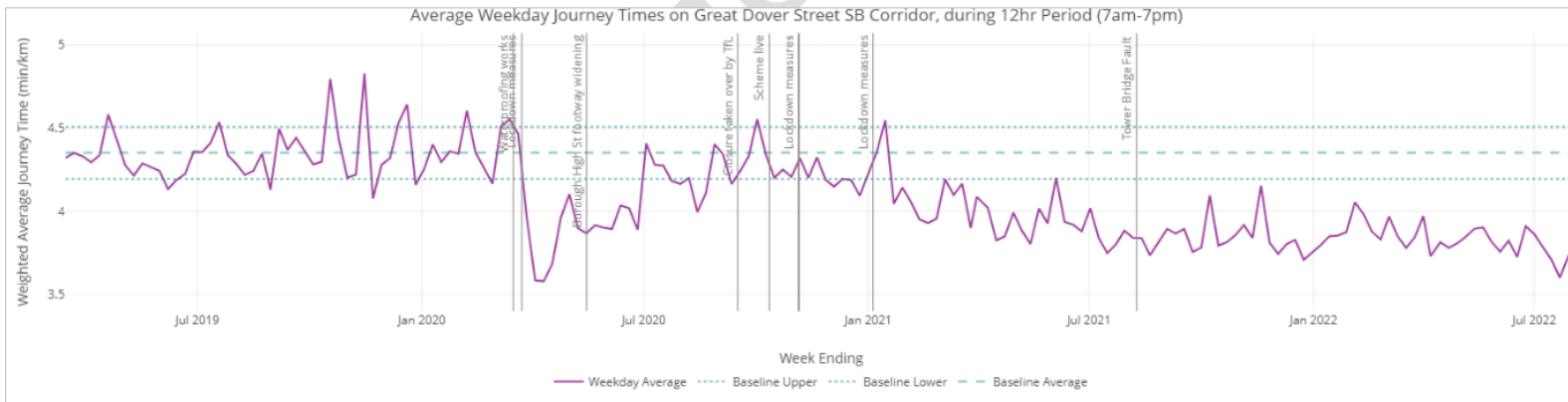
Northbound

Baseline journey time is 4.4 minutes per kilometre. Average journey times have generally been towards the lower threshold indicating journey times are up to half a minute quicker per kilometre than baseline. There are a few weeks where journey times have been above threshold, but these are individual one-off events.



Southbound

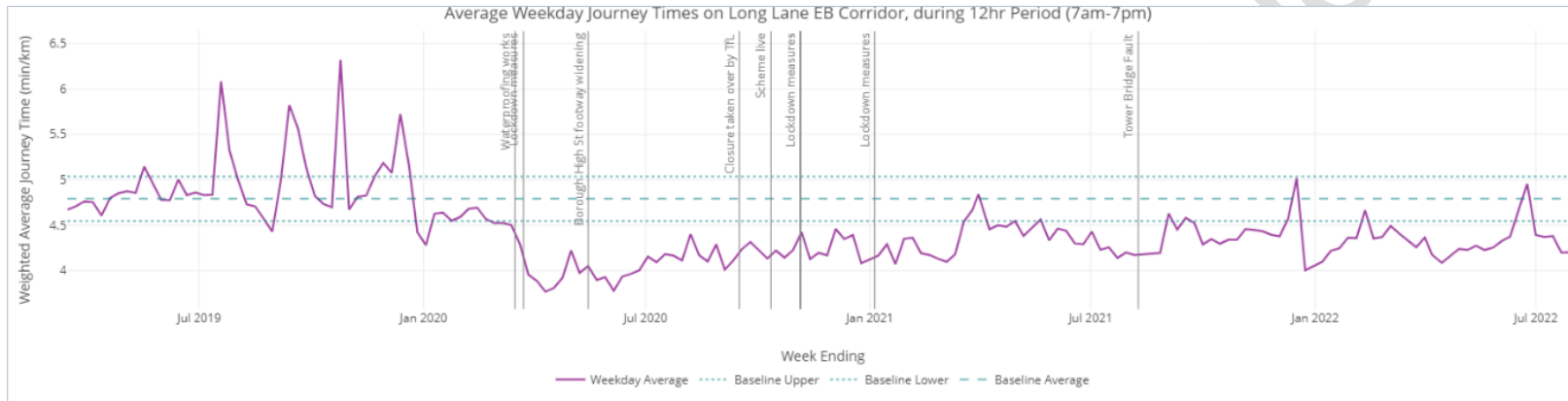
Baseline journey time is 4.4 minutes per kilometre. Average journey times show an improving trend with journey times currently 0.6 minutes per kilometre quicker than baseline.



Long Lane

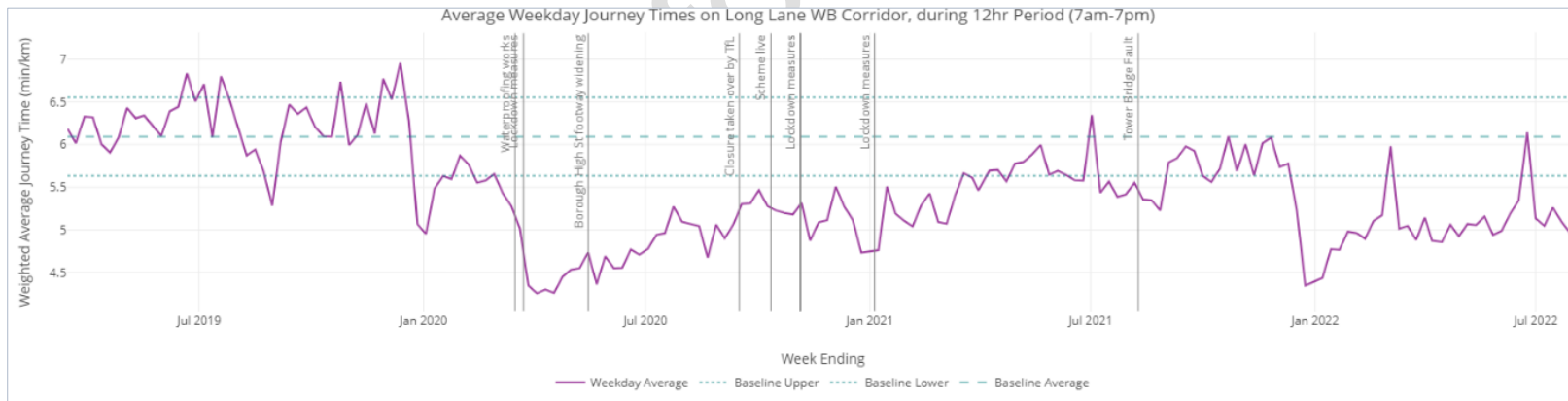
Eastbound

Baseline journey time is 4.8 minutes per kilometre. Average journey times are below threshold with current performance approximately 0.6 minutes per kilometre quicker. This is similar across all peaks.



Westbound

Baseline journey time is 6.1 minutes per kilometre. Average journey times are below threshold with current performance approximately 1 minute per kilometre quicker. This is similar across all peaks.

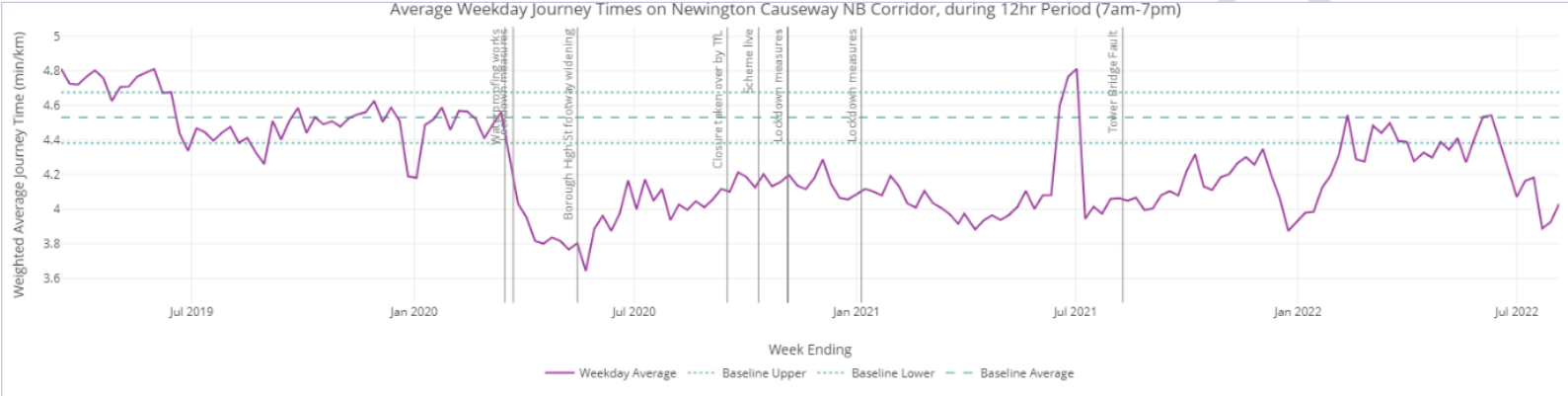




Newington Causeway

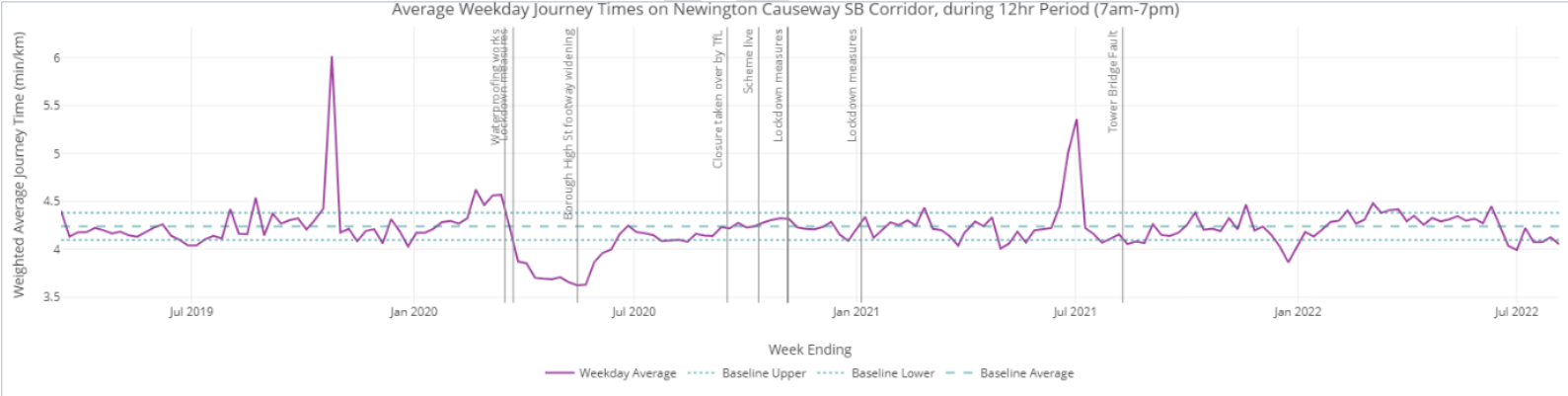
Northbound

Baseline journey time is 4.5 minutes per kilometre. Average journey times are generally below baseline and around the lower threshold. This indicates journey time are currently 0.5 minutes per kilometre quicker than baseline. Average performance in the PM peak is closer to baseline and is above the upper threshold for three weeks, once in February and twice in June.



Southbound

Baseline journey time is 4.2 minutes per kilometre. Average journey times are operating just above baseline but within the upper threshold. Performance is similar across AM/OP/PM.



Southwark Bridge

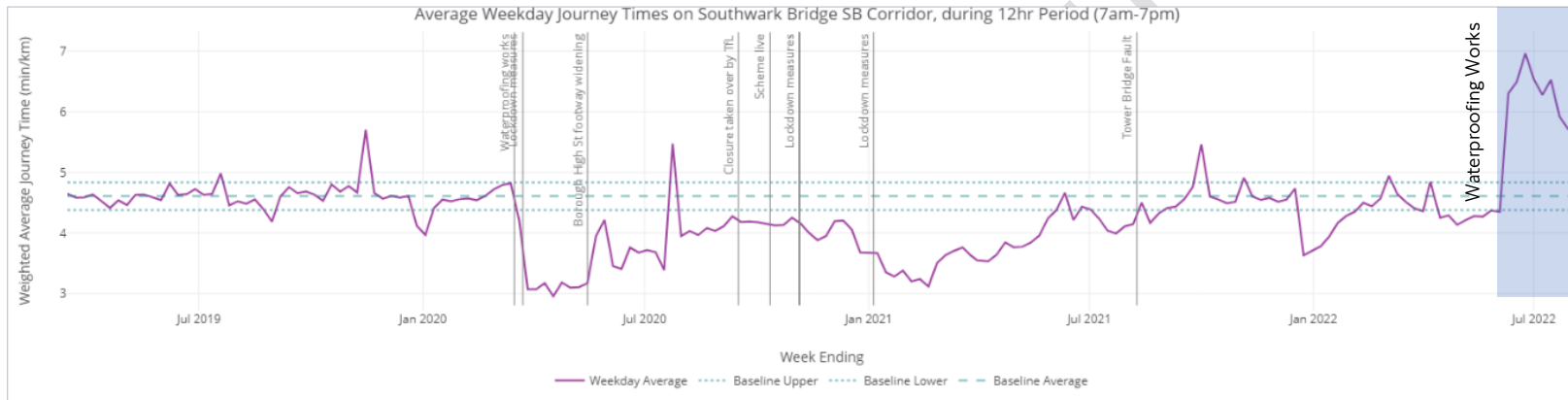


Northbound

Buses are on long term diversion due to Arthur Street closure for Bank Station Upgrade; this is expected to remain and therefore is neutral/removed from our monitoring.

Southbound

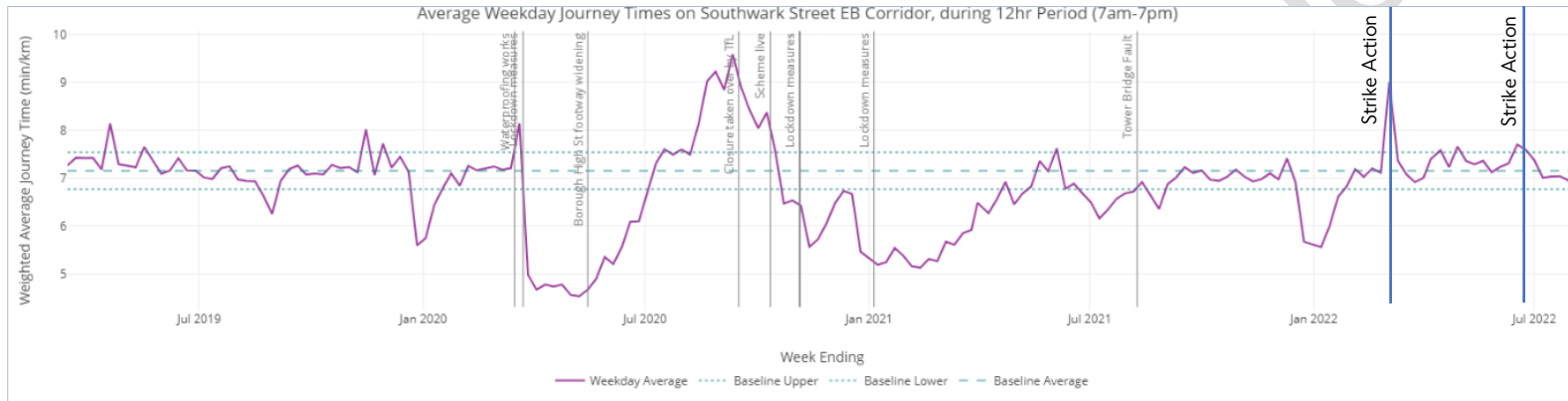
Baseline journey time is 4.6 minutes per kilometre. Average journey times were operating within threshold until June 2022. Works on Southwark Bridge since June 2022 have caused journey times to temporarily increase by over a minute per kilometre in recent months. We expect journey times to return to a green rating once the works are complete in September 2022.



Southwark Street

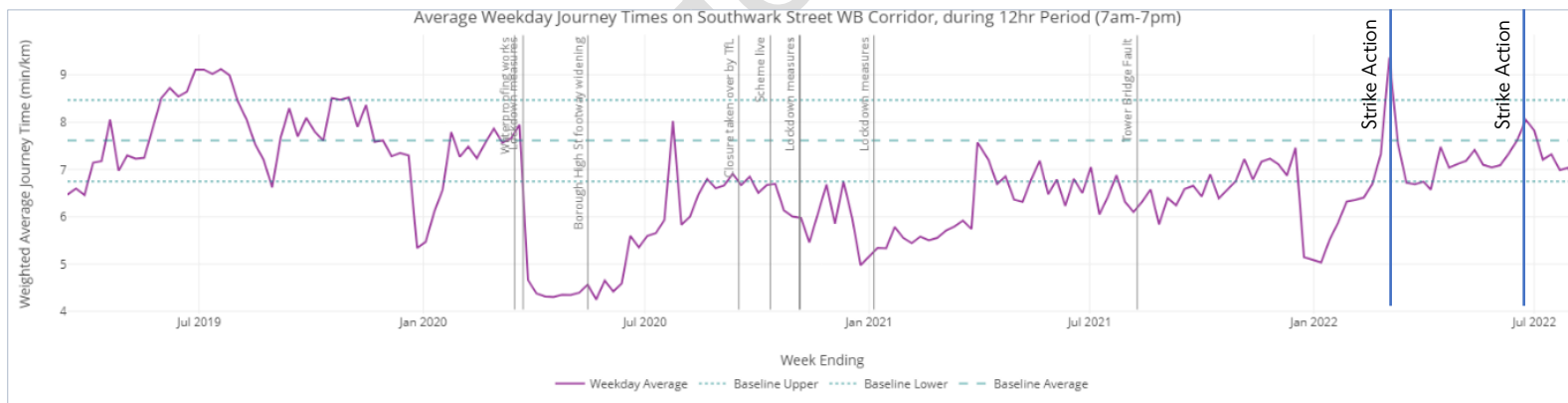
Eastbound

Baseline journey time is 7.2 minutes per kilometre. Average journey times are consistently within the upper and lower threshold except for an individual week in March. Performance in the AM/PM peak is generally better, with OP performance closer to the upper threshold.



Westbound

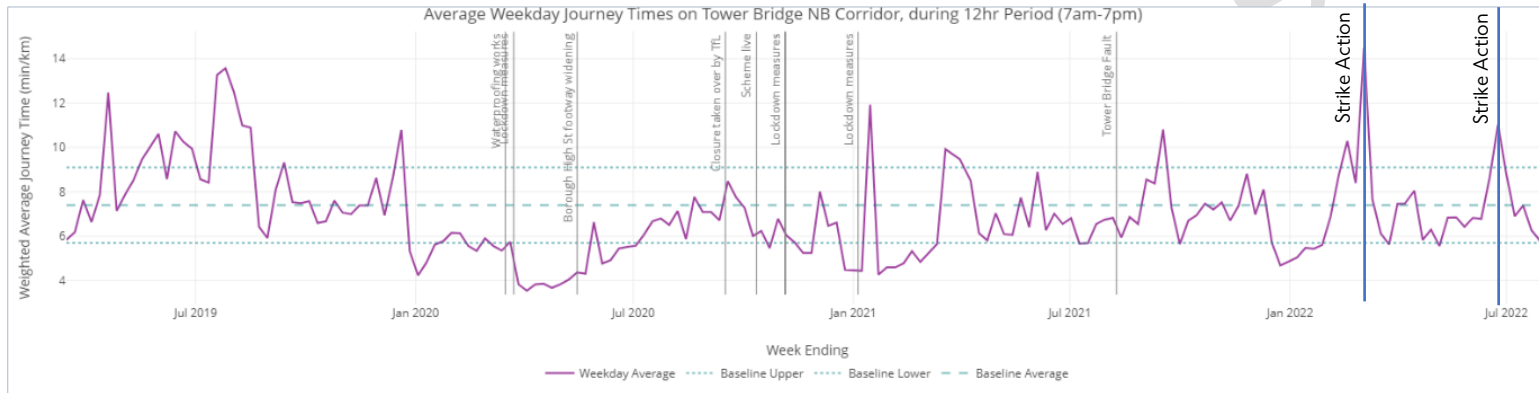
Baseline journey time is 7.6 minutes per kilometre. Average journey times are consistently within the upper and lower threshold except for an individual week in March associated with the Tube strike. Any increase in journey times on the western section heading towards Blackfriars Road is balanced by reduction in journey times on the eastern section of Southwark Street which benefits from the nearby scheme restrictions.



Tower Bridge

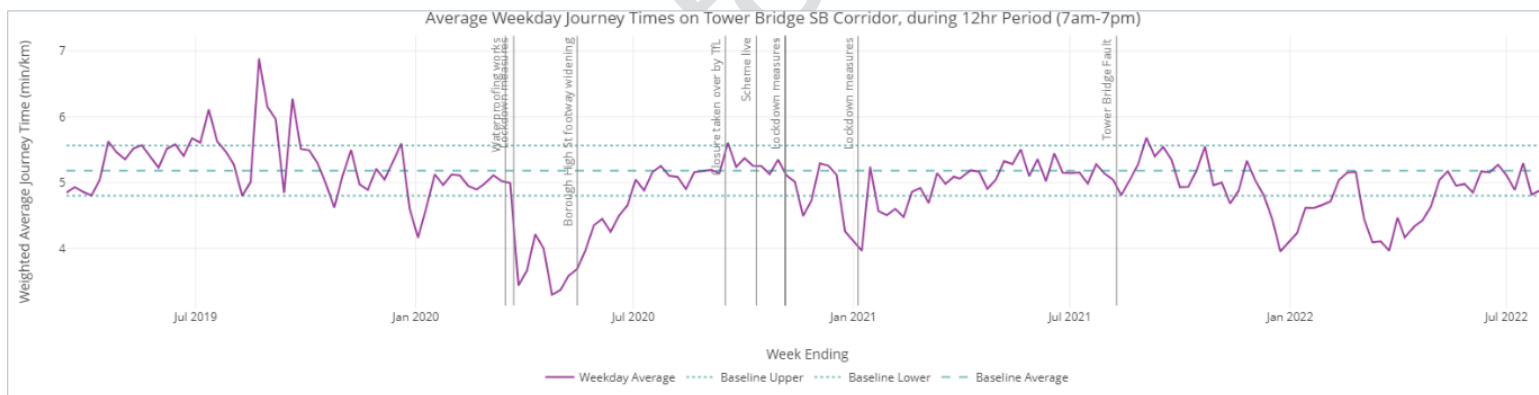
Northbound

Baseline journey time is 7.4 minutes per kilometre. Average journey times are generally within the upper and lower thresholds except for individual weeks associated with Tube strikes 1&3 March and Tube/Rail strikes 21-25 June. AM peak performance is generally better with journey times close to the lower threshold. Tower Bridge northbound performance has also been impacted, temporarily by construction of the Mansell Street scheme, utility works on The Highway and on the approach to Rotherhithe Tunnel.



Southbound

Baseline journey time is 5.2 minutes per kilometre. Average journey times are consistently at or below the baseline level. AM/OP/PM peaks are all similar.



Cycles

Core Criteria: Cycling levels are good and the experience for cyclists is improved.

We expect cycle numbers to continue at a level similar to that experienced during the TTRO or to increase. Data collected in August 2020 shows approximately 10,500 cyclists travel across London Bridge (both directions) 6am to 10pm. This count aligns with longer term Quarter 2 data for London Bridge showing daily cycle counts between approximately 8,300 and 11,600. Cycle numbers are subject to consideration of seasonality and pandemic factors affecting travel patterns.

The graphs below give the average hourly flow and average daily (6am-10pm) weekday flow. During winter months cycle flows are traditionally lower due to colder and more inclement weather.

The cycling locations presented below are:

- London Bridge Southbound
- London Bridge Northbound (dashboard data has been requested)

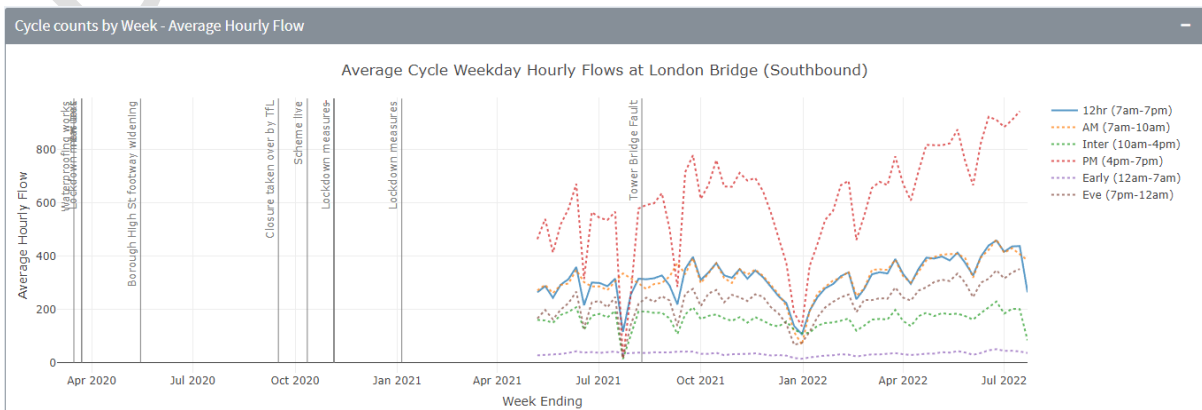
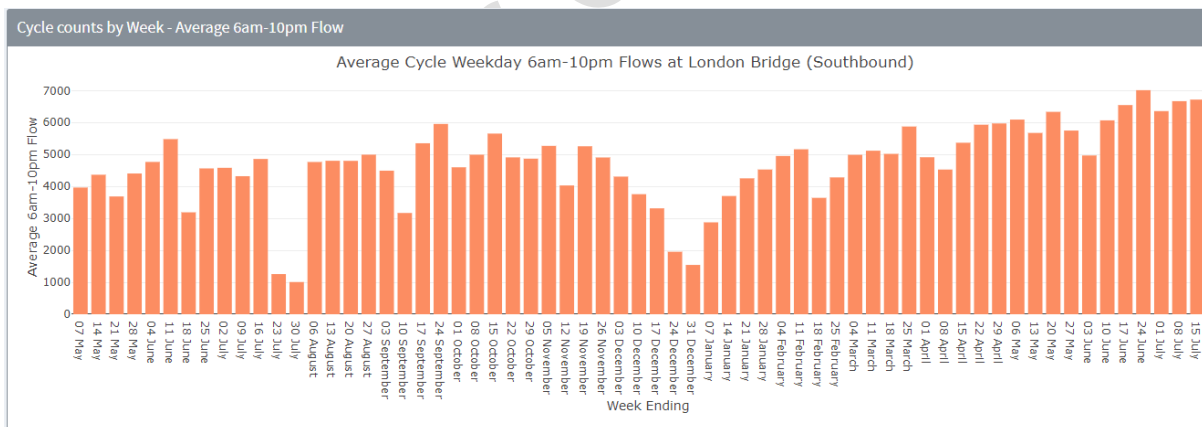
Summary

Cycle flow data shows approximately 6000 cyclists per day 6am-10pm travelling southbound over London Bridge in July 2022. Cycle flows are approximately 1500 higher than the same time last year.

Although northbound data is not available it is likely similarly high levels of cycling are present. The data available indicates cycling numbers remain strong on London Bridge and southbound shows a year-on-year increase.

London Bridge Southbound

Daily southbound cycle flows in March are around 5000 cyclists, rising to over 6000 in July. Hourly flows have risen to over 800 per hour in the PM peak southbound.



Traffic

Supporting Criteria: Road network operations are not unreasonably impacted

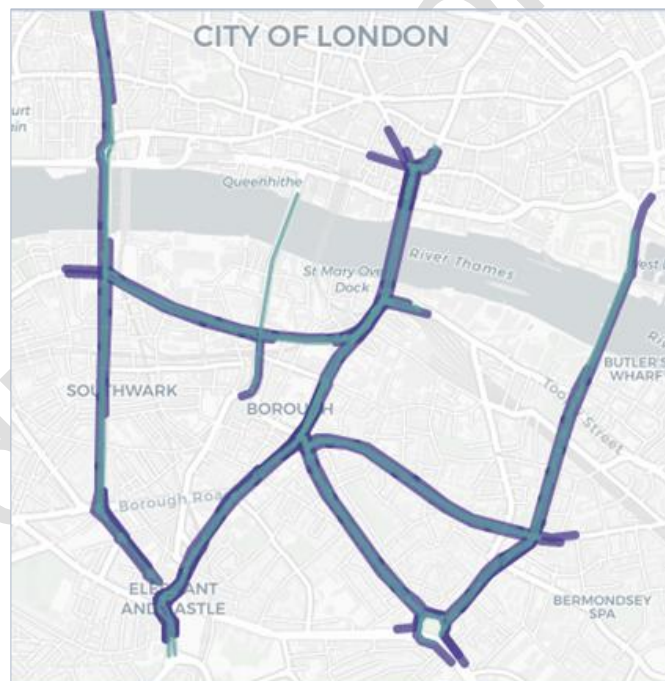
Traffic disruption data – There should not be an unreasonable impact to traffic performance in the scheme area including consideration of displacement traffic to other routes

Pedestrian wait times do not increase compared to pre-pandemic levels

The traffic monitoring presented below uses INRIX data for multiple corridors surrounding the London Bridge scheme. Other corridors north of the river are covered within the Bishopsgate monitoring plan. Journey time plots from the monitoring dashboard are shown in the following section with commentary focusing on the first six months of the experiment from February to July 2022.

INRIX Links

- Farringdon
- Great Dover Street
- London Bridge
- Long Lane
- Newington Causeway
- Southwark Bridge
- Southwark Street
- Tower Bridge



INRIX (cloud sourced JT data for traffic)

The graphs below show the average journey times for vehicles each week for the selected corridor. Each corridor is made up of one or more INRIX links. The journey times along each corridor are created by summing the journey time of all the relevant INRIX links and dividing by the total length to get minutes per kilometre. The baseline represents a 'pre-COVID' baseline of 2019/20 and all dates in the following 3 years, are matched to the same 2019/20 baseline.

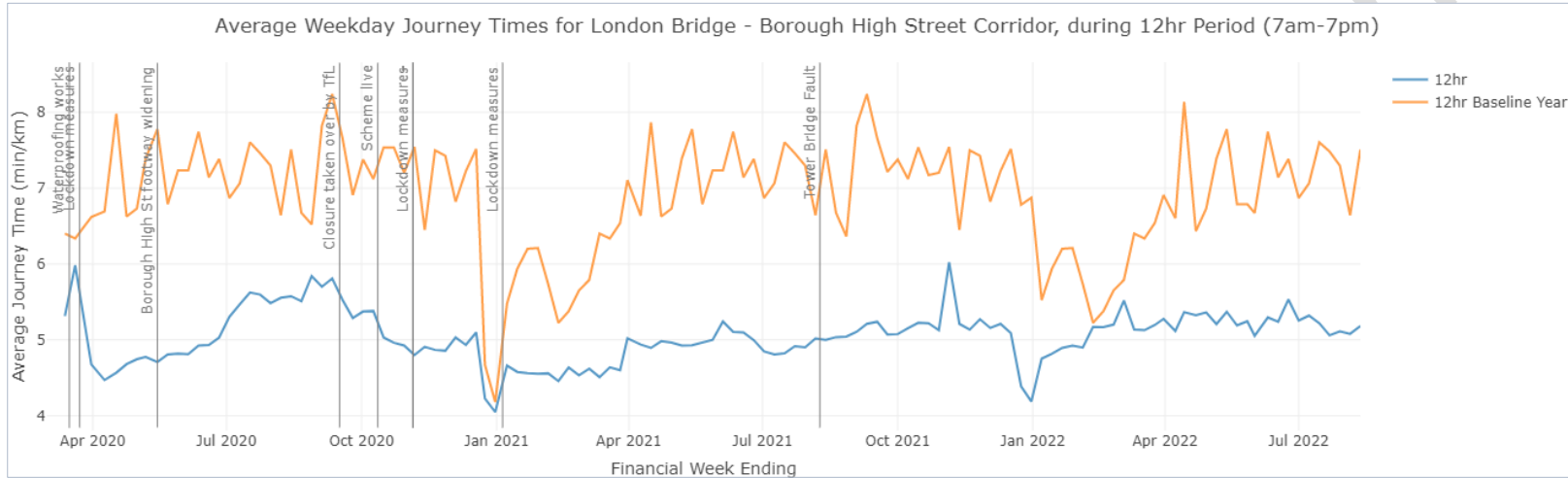
Summary

Traffic journey times on the surrounding network links are generally consistent with the baseline performance during the ETRO period Feb–July 2022 or can be explained by nearby works/events. On the London Bridge corridor itself the journey times have improved due to the new restrictions on general traffic. All other corridors have been operating near to baseline with any variability explained by works or tube/rail strikes.

The Southwark Bridge links shows recent increases in journey time above the baseline. There are currently works on the bridge, but the corridor will be closely monitored, and signals reviewed if journey times continue to be above baseline following the works completion in September 2022.

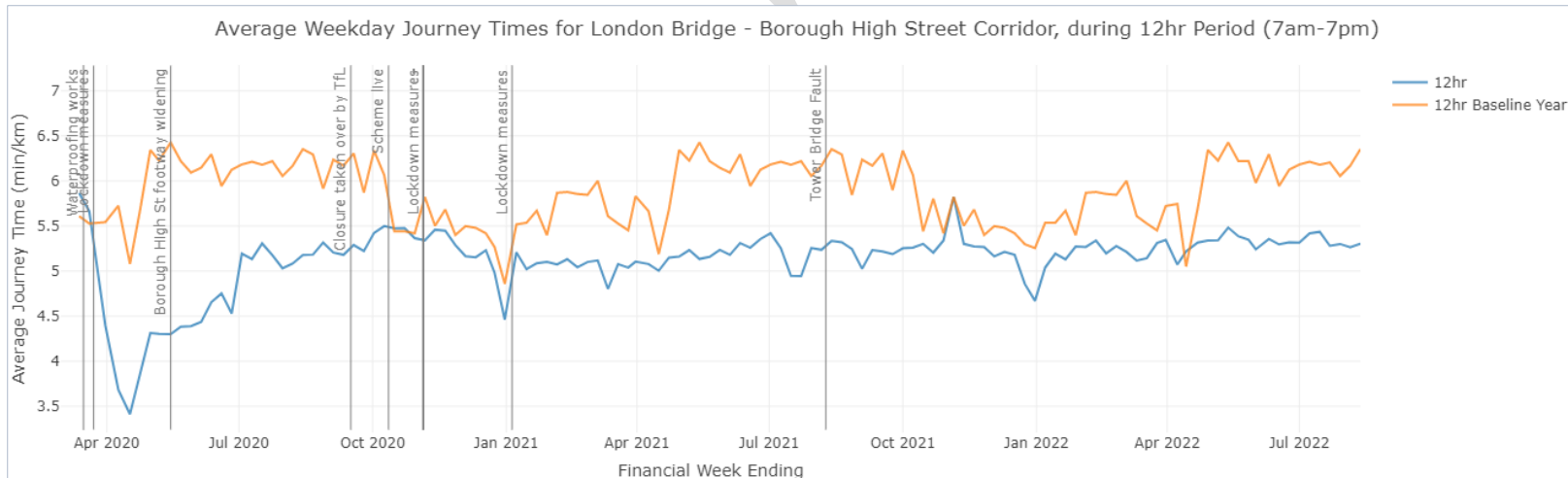
London Bridge - Borough High Street INRIX Northbound

Journey times are generally 1.5 minutes per kilometre quicker than baseline due to the mode restrictions on London Bridge.



London Bridge - Borough High Street INRIX Southbound

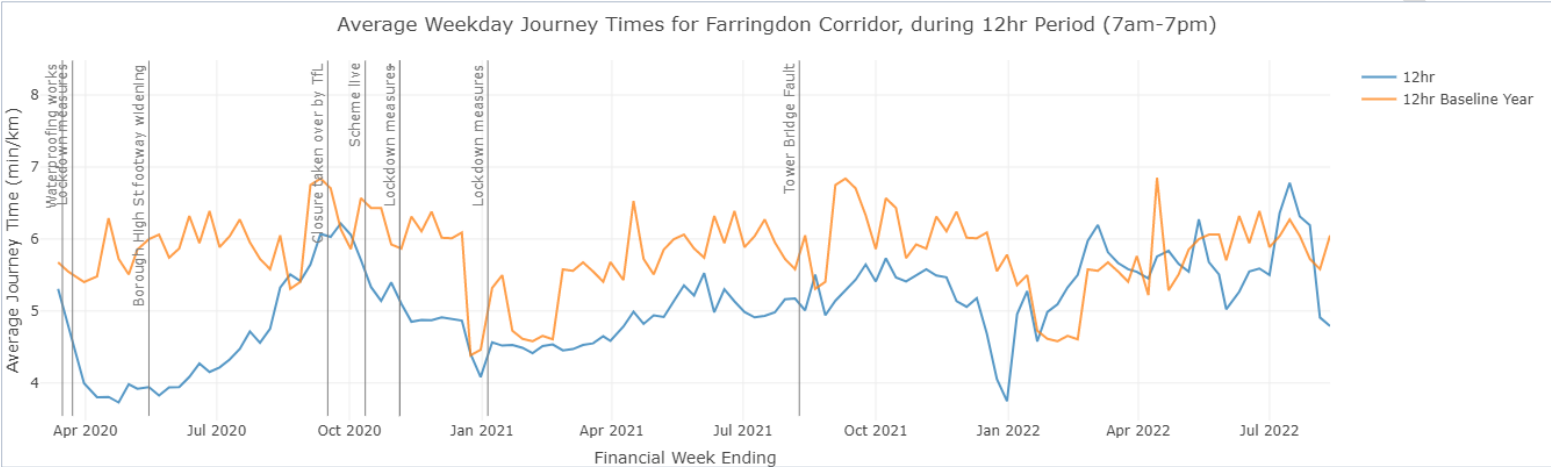
Journey times are generally quicker than baseline due to the mode restrictions on London Bridge.





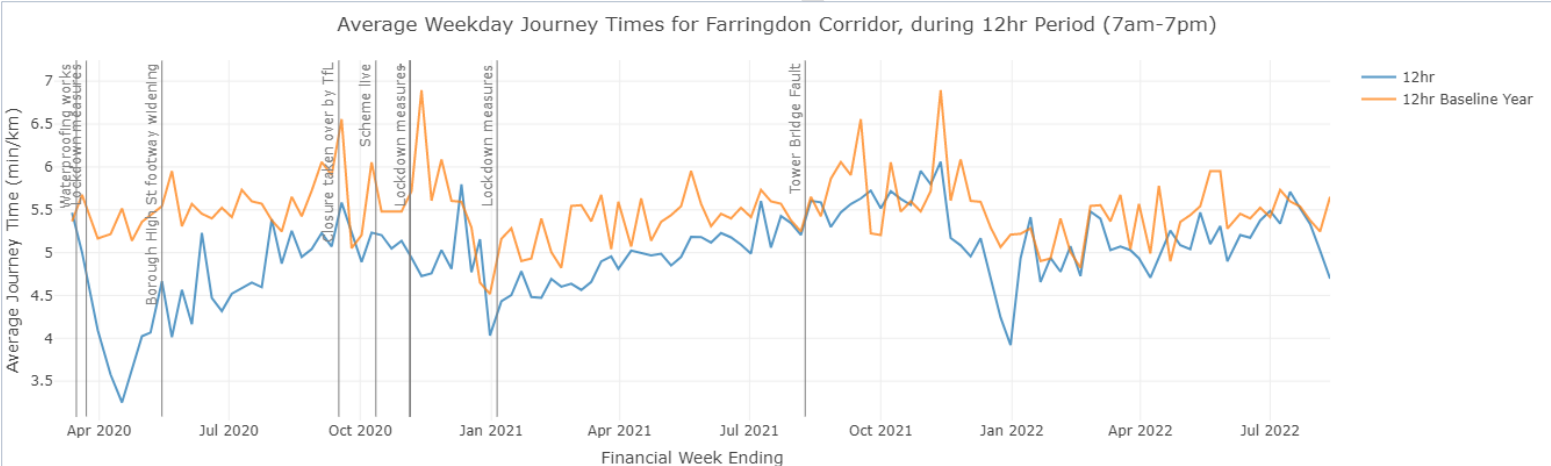
Farringdon INRIX Northbound

Journey time are generally consistent with the baseline +/-1 minute per kilometre. Some variability is experienced due to the March tube strike and during July due to temporary signals at the junction with Charterhouse Street.



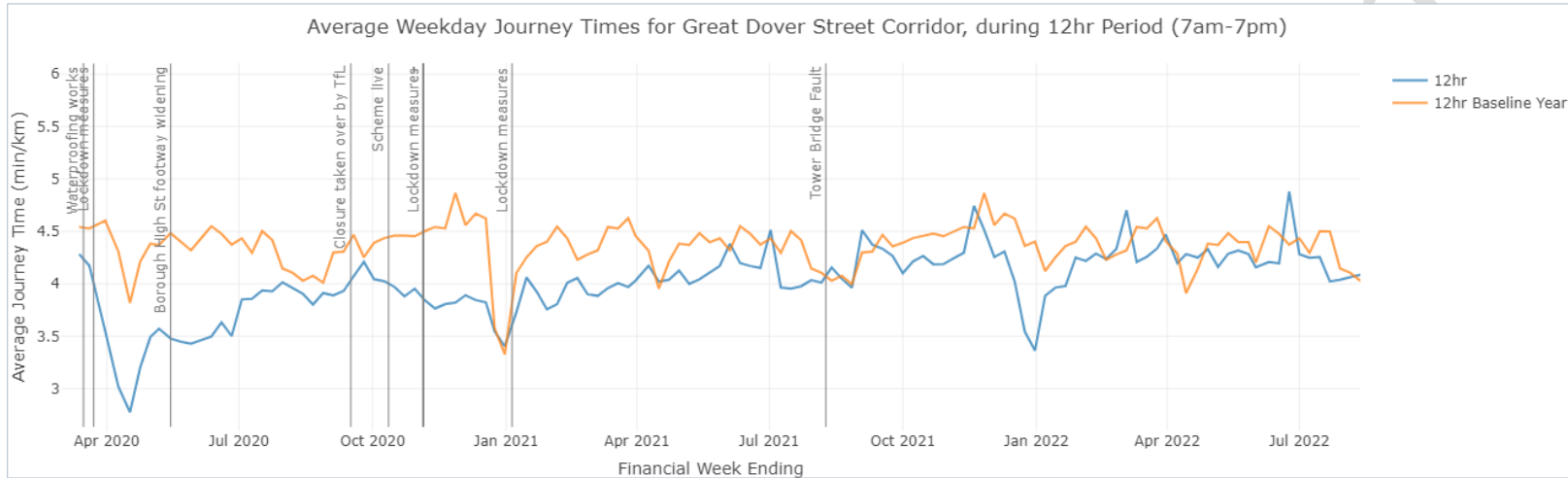
Farringdon INRIX Southbound

Journey times are generally consistent with the baseline +/-1 minute per kilometre.



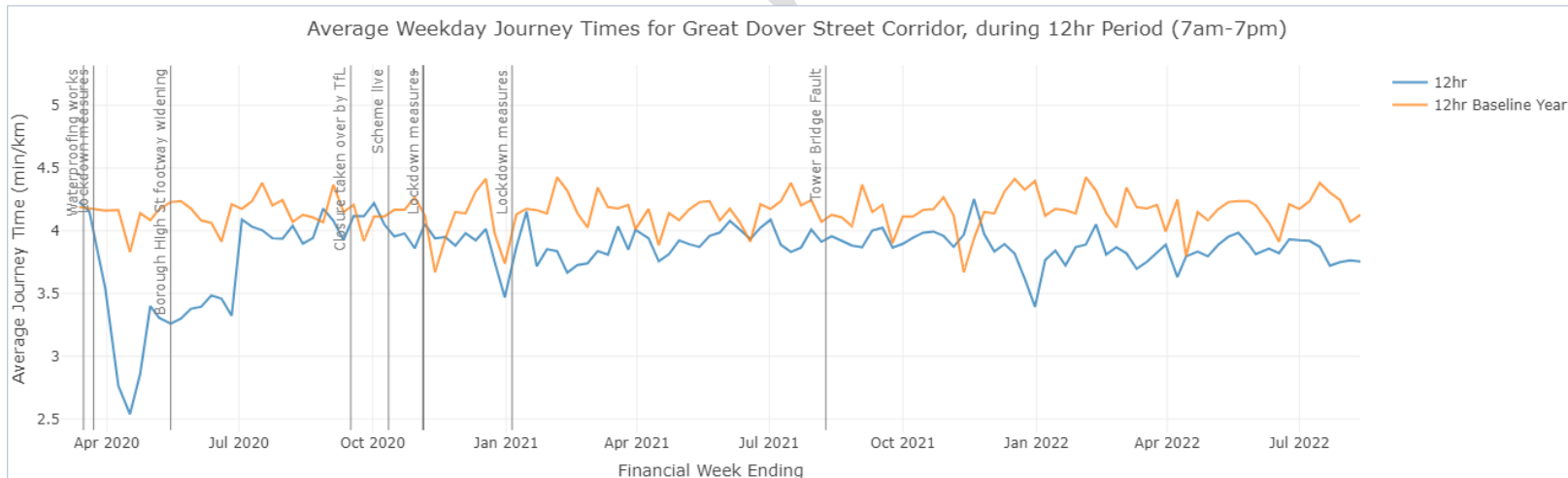
Great Dover Street INRIX Northbound

Journey times are generally consistent with the baseline.



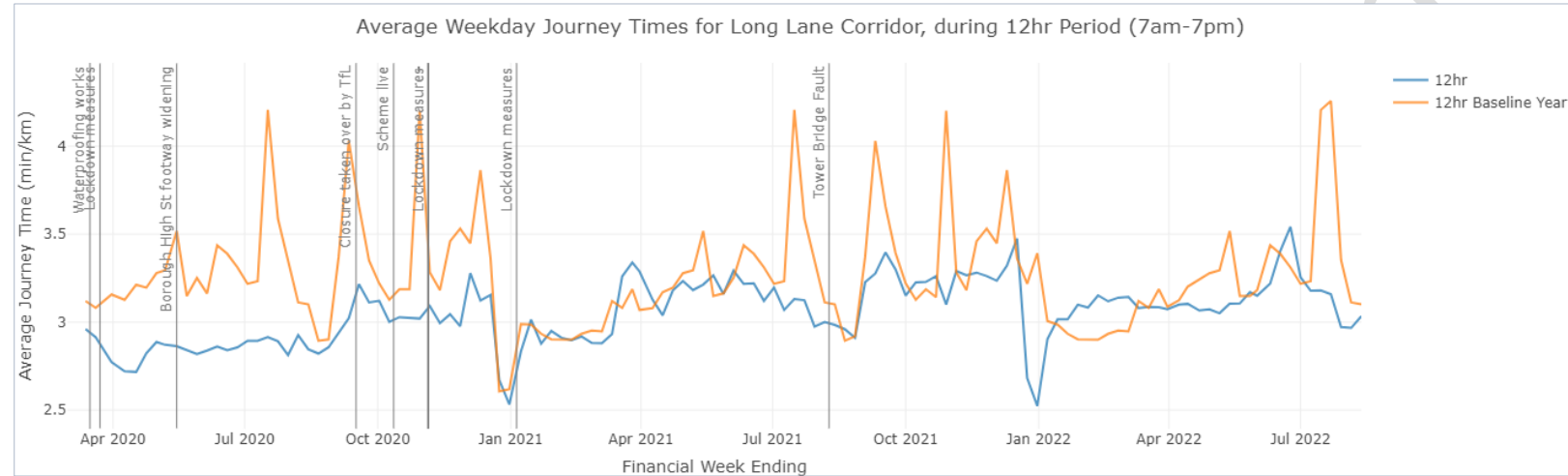
Great Dover Street INRIX Southbound

Journey times are generally consistent with the baseline or slightly quicker.



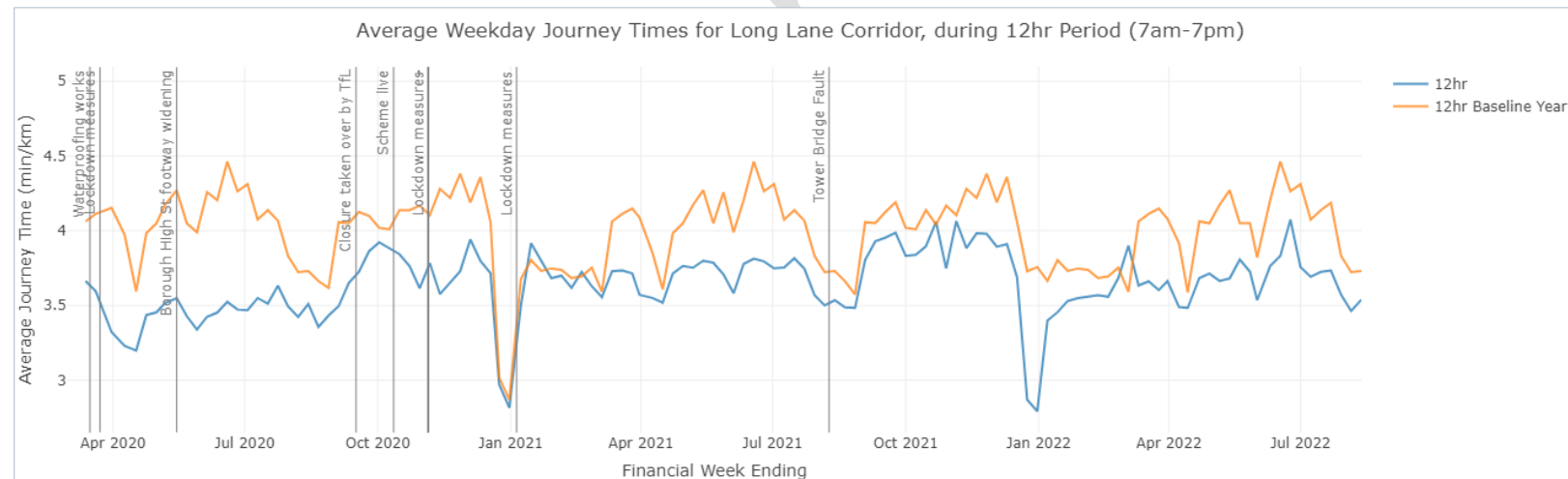
Long Lane INRIX Eastbound

Journey times are generally consistent with the baseline.



Long Lane INRIX Westbound

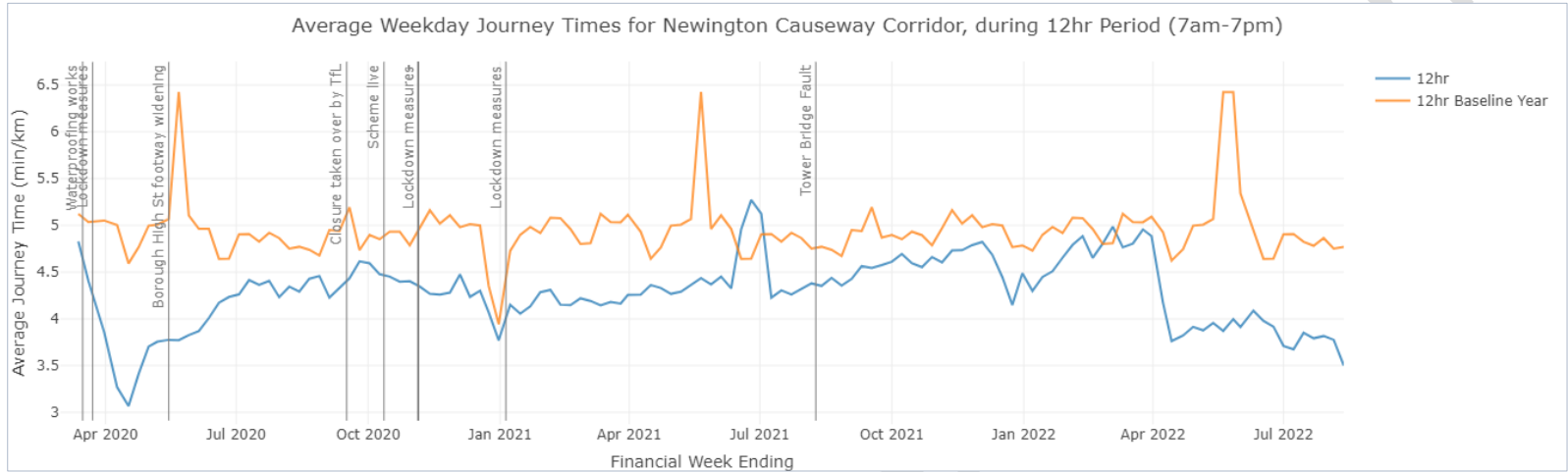
Journey times are generally consistent with the baseline and slightly lower at this time of year compared to 2019.





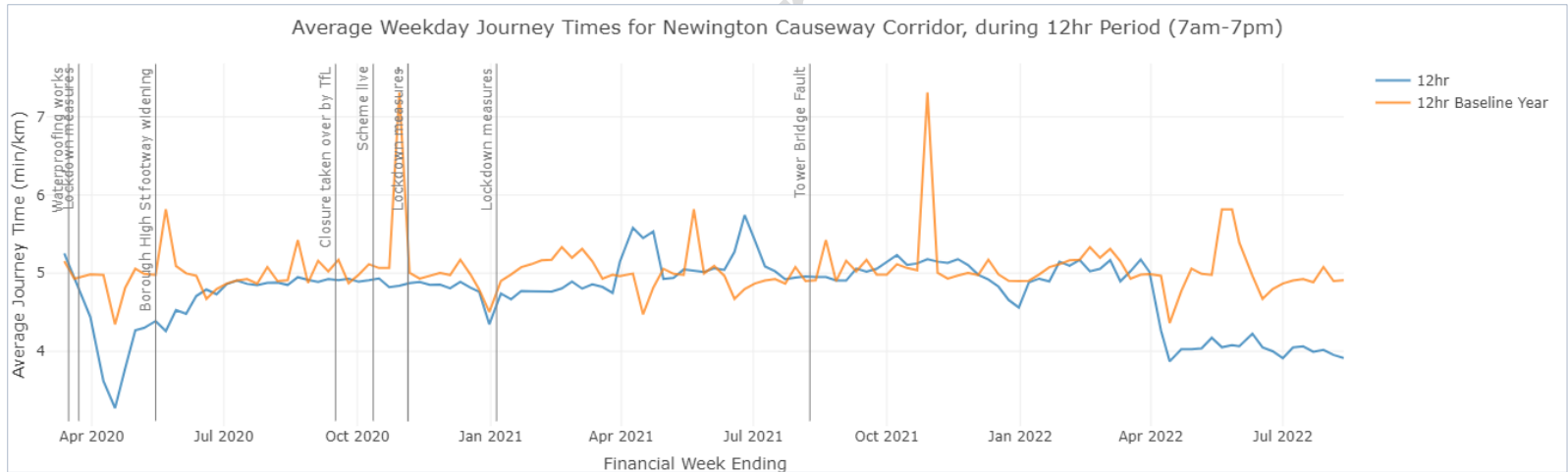
Newington Causeway INRIX Northbound

Journey times are generally consistent with the baseline until April 2022, when journey times reduce by approximately 1 minute per kilometre.



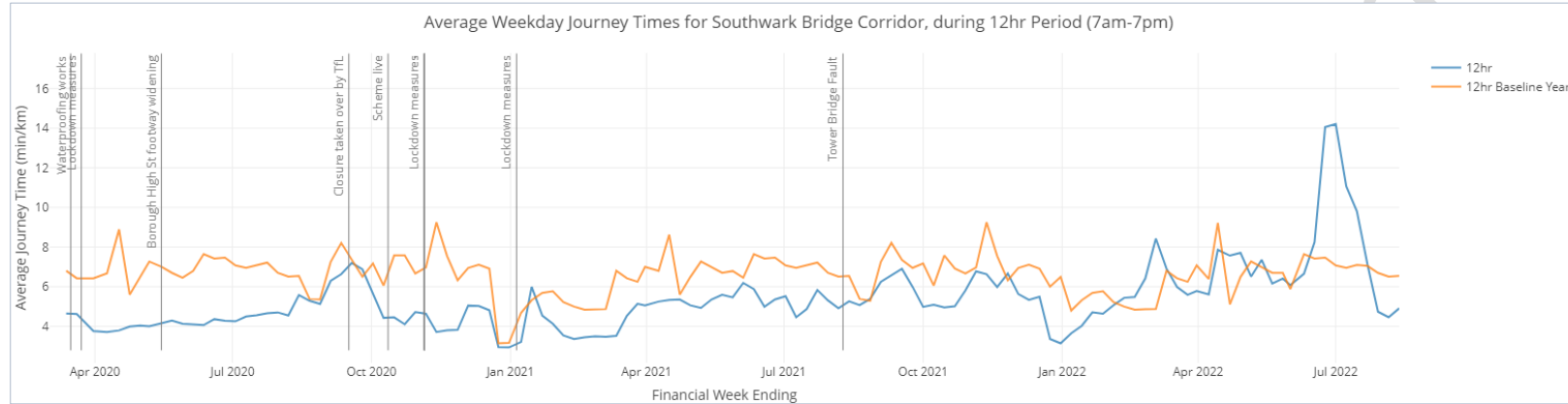
Newington Causeway INRIX Southbound

Journey times are generally consistent with the baseline until April 2022, when journey times reduce by approximately 1 minute per kilometre.



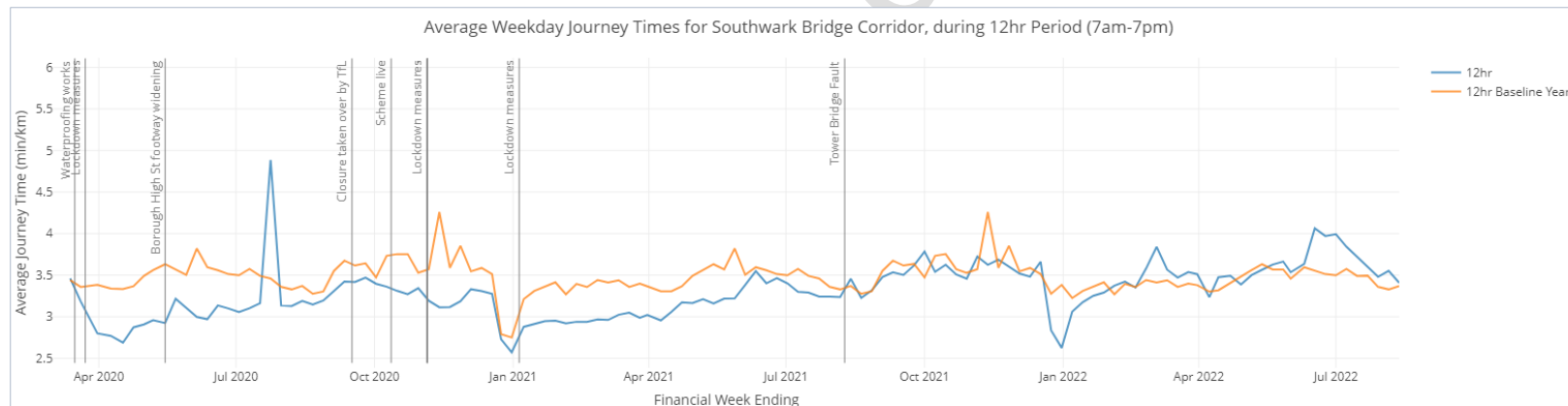
Southwark Bridge INRIX Northbound

Journey times have been similar to baseline, except during late June and July 2022 when Southwark Bridge waterproofing works caused additional delays.



Southwark Bridge INRIX Southbound

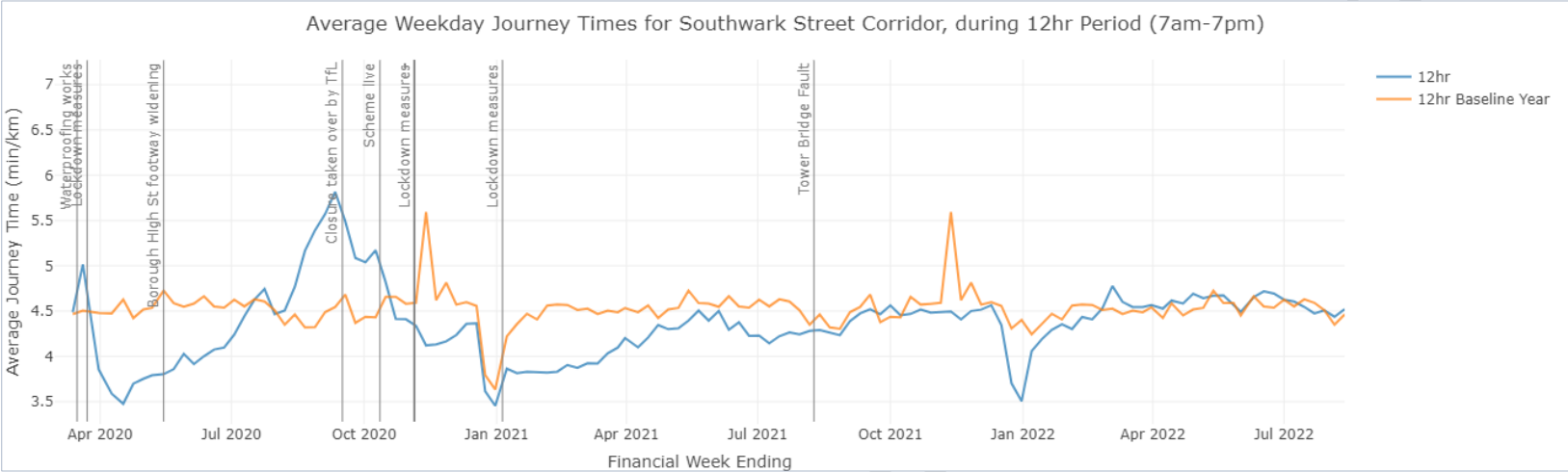
Journey times have been similar to baseline, except during late June and July 2022 when Southwark Bridge waterproofing works caused additional delays. There is also a smaller increase in the first week of March 2022 due to the Tube strike.





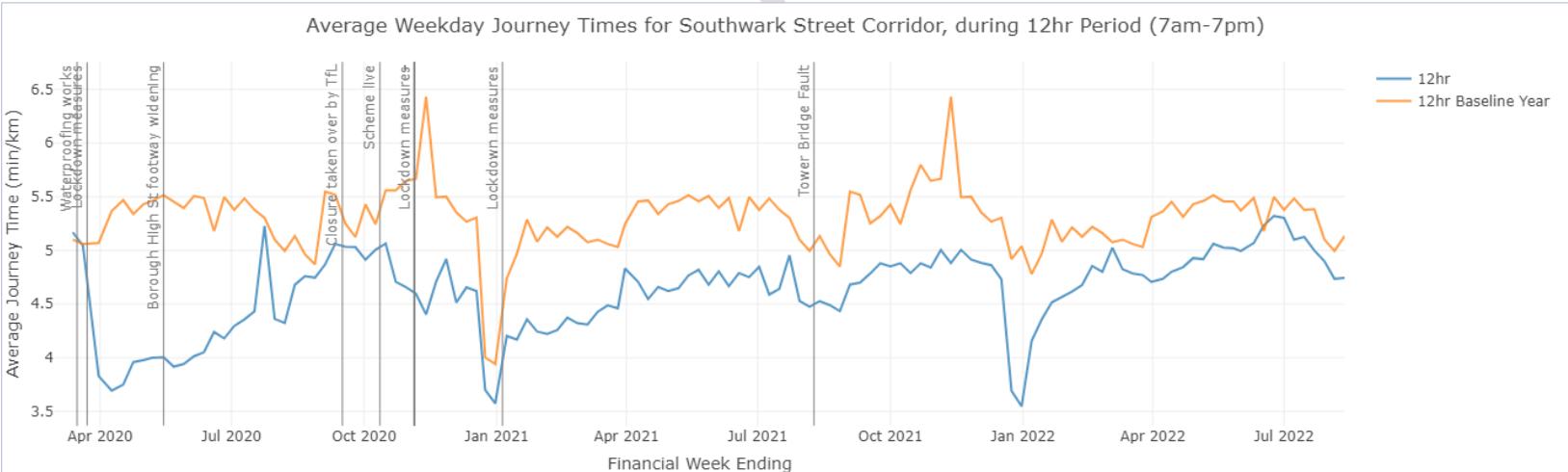
Southwark Street INRIX Eastbound

Journey times are generally consistent with the baseline.



Southwark Street INRIX Westbound

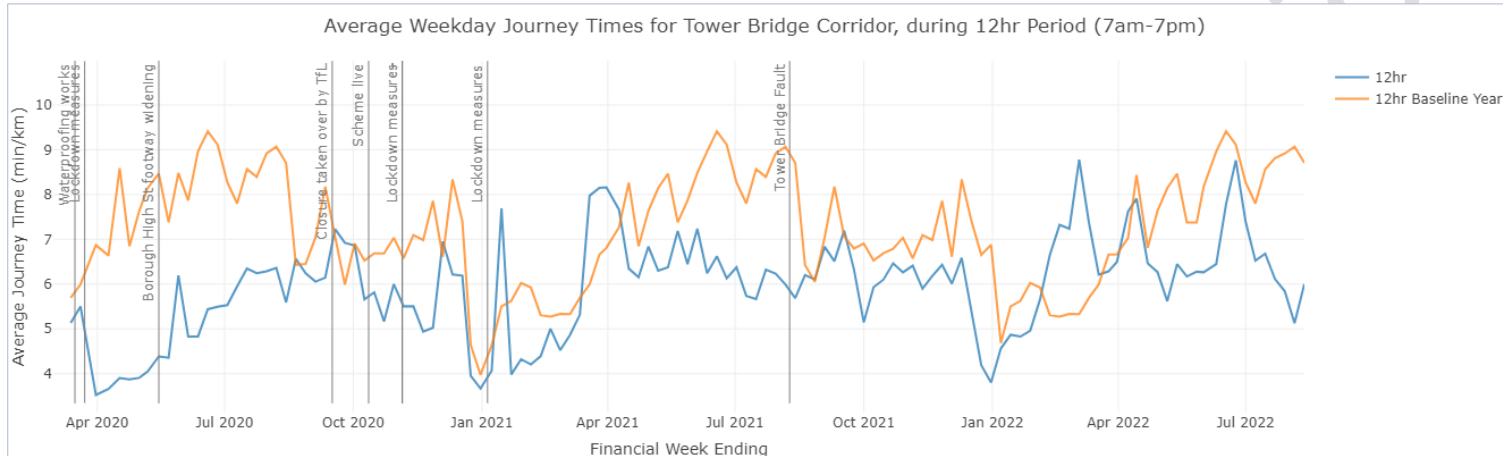
Journey time are generally slightly quicker than baseline data from 2019/20.





Tower Bridge Road INRIX Northbound

Journey times are generally consistent with the baseline. There is a high degree of variability due to being part of the Inner Ring Road influenced by many other factors. Journey time peaks are associated with Tube strikes 1&3 March and Tube/Rail strikes 21-25 June. Other nearby works such as Mansell Street construction, Rotherhithe Tunnel and The Highway may have also influenced performance in the past 6 months.



Tower Bridge Road INRIX Southbound

Journey time are generally consistent with the baseline +/-1 minute per kilometre.

