

### Appendix 3

Bus journey times are modelled to look at the impacts of each bus route direction rather than as a whole route. In the Bank model there are 21 bus routes, so there are 42 directions looked at.

The tables below include the number of directions that are forecast to have either over a 1 minute delay or over 1 minute journey time improvement. Particularly without mitigation, some of these delays are substantive. The text in the report explains the detail of the extent of these delays.

**Table A** – number of bus route directions impacted positively or negatively by over 1 minute or more for each scenario and with each level of mitigation for the **AM PEAK** only

Bus journey times						
AM peak			Mitigation 1		Mitigation 2	
	no mitigation		96 second cycle time		104 second cycle time	
	over 1 min delay	over 1 min improvement	over 1 min delay	over 1 min improvement	over 1 min delay	over 1 min improvement
A	4	4	6	3	1	4
B	1	0	1	0		
C	6	4	10	3	3	3
D	9	2	4	2		
E	1	1	0	0		
F	1	0	1	0		

**Table B** number of bus route directions impacted positively or negatively by over 1 minute or more for each scenario and with each level of mitigation for the **PM PEAK** only

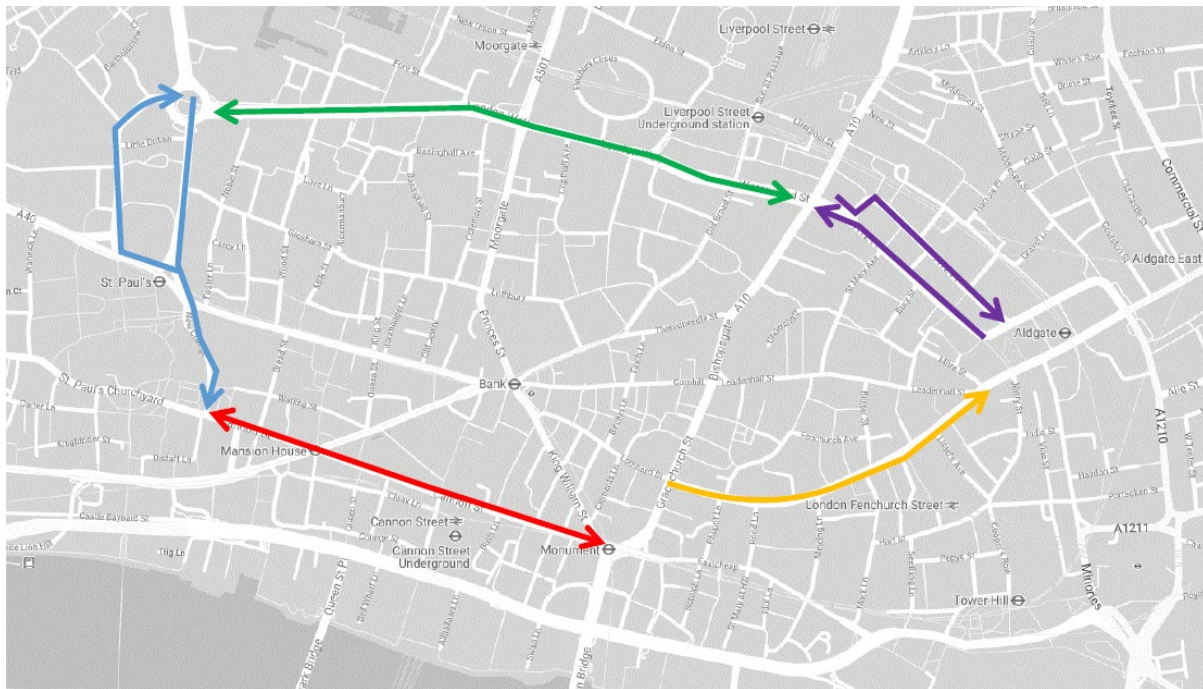
Bus journey times				
PM peak			Mitigation 1	
	no mitigation		96 second cycle time	
	over 1 min delay	over 1 min improvement	over 1 min delay	over 1 min improvement
A	6	4	1	4
B	0	0	0	0
C	6	3	2	4
D	3	0	0	0
E	0	0	0	0
F	0	0	0	0

Looking at the forecast general traffic implications. The key corridors looked at in both directions are:

- Cannon Street,
- London Wall,
- New Change/Newgate Street Gyratory
- Bevis Marks

Fenchurch Street is only looked at in the eastbound direction only. Fenchurch westbound is impacted by the Bishopsgate scheme.

There are therefore 9 directions of general traffic that are forecast in Tables C and D



**Table C – AM PEAK** number of general traffic corridors impacted positively and negatively by the changes to traffic mix at bank and the different mitigations at Bank.

General Traffic corridor impacts/benefits				Mitigation 1			Mitigation 2		
AM peak	no mitigation			96 second cycle time			104 second cycle time		
	delay 0-1 minutes	improve 1-2 minutes	improve 0-1 minutes	delay 0-1 minutes	improve 1-2 minutes	improve 0-1 minutes	delay 0-1 minutes	improve 1-2 minutes	improve 0-1 minutes
A	1	1	7	1	0	8	1	0	8
B	4	1	4	4	1	4	4	1	4
C	0	1	8	0	1	8	0	1	8
D	2	0	7	1	0	8			
E	2	0	7	2	1	6			
F	2	0	7	1	0	8			

**Table D: PM PEAK** - number of general traffic corridors impacted positively and negatively by the changes to traffic mix at bank and the different mitigations at Bank.

General Traffic corridor impacts/benefits				Mitigation 1		
PM peak	no mitigation			96 second cycle time		
	delay 0-1 minutes	improve 1-2 minutes	improve 0-1 minutes	delay 0-1 minutes	improve 1-2 minutes	improve 0-1 minutes
A	0	1	8	0	1	8
B	4	0	5	4	0	5
C	2	1	6	0	1	8
D	2	0	7	2	0	7
E	4	0	5	4	0	5
F	3	0	6	3	0	6

