

# Surface Transport Board – Strategy

Date: 28 March 2017

Item: Cycle Superhighway Journey Times

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## 1 Purpose

- 1.1 This paper is intended to update Surface Transport Board on the predicted and current journey times along the Cycle Superhighway North South (CSNS) and Cycle Superhighway East West (CSEW).

## 2 Recommendation

- 2.1 Surface Transport Board is asked to **note** the paper.

## 3 Background

- 3.1 Journey times for both the CSNS and CSEW are near or performing better than the modelled journey times TfL published, excluding eastbound on the CSEW.
- 3.2 The CSNS consultation was published in January 2015 and the final CSEW consultation in February 2015

## 4 CSNS Present Situation

- 4.1 CSNS on street counts show there has been a 55 per cent increase in the number of cyclists compared to pre-construction levels, taking the total number of cyclists to 8,400 crossing Blackfriars Bridge in the morning and evening peaks.

### CSNS - Journey times from Elephant & Castle to Queen Victoria Street

Direction	Modelled Journey Time	On Street Journey Time	Comments
Northbound AM	12 min	13 min	On target, further improvement expected.
Northbound PM	17 min	16 min	On target, further improvement expected.
Southbound AM	11 min	8 min	Further improved due to Farringdon SCOOT strategy and Timing Review
Southbound PM	19 min	9 min	Local ATM used at Blackfriars significant change to modelling



## 5 CSEW Present Situation

- 5.1 CSEW on street counts show there has been a 50 per cent increase in the number of cyclists compared to pre-construction levels, taking the total number of cyclists to 7,000 using Victoria Embankment in the morning and evening peaks.

Direction	Modelled Journey Time	On Street Journey Time	Comments
Westbound AM	21 min	15-16 min	Further improved due to SCOOT strategy and Timing Review.
Westbound PM	15 min	15 min	On target
Eastbound AM	12 min	16-18 min	Expected due to junction changes included after traffic modelling
Eastbound PM	13 min	24 min	Expected due to junction changes included after traffic modelling

**CSEW - Journey times from Parliament Square (PS) to Tower Hill (TH)**

- 5.2 It should however be noted that EB journey times will continue to decrease as:
- Other schemes included in the modelling for CSEW consultation, Westminster Bridge Roundabout and Lambeth Bridge, are yet to be built.
  - The Lancaster Gate section of the route recently opened beds in.
  - The St James Park section of the route is built.
  - Ongoing roadworks including developments at Victoria, Tooley St, Cannon St and Cornhill are completed.
- 5.3 TfL continues to work with key stakeholders to improve general traffic journey times along the route especially the eastbound PM peak, looking at additional technology and possible signal changes.

## 6 Modelling Tolerances

- 6.1 The Department for Transport modelling guidance sets out tolerance ranges of approximately 1 minute or 15 per cent of journey time for traffic modelling.
- 6.2 When comparing the present journey times with our published modelled journey times TfL are comfortable that the modelling has been representative of current street conditions.

## 7 Operational Modelling

- 7.1 Traffic modelling is used to inform physical design and the most efficient road layout and setup, the secondary use is then to provide information for consultation.

- 7.2 It would be ill-advised and costly to undertake major scheme evaluation in real world environments, traffic models allow this to happen virtually.
- 7.3 In certain situations it may be appropriate to carry out on street trials e.g. when there are not significant infrastructure alterations, e.g. local road closures.

**List of Appendices to This Report:**

Appendix 1: Graph showing periodic journey times between for CSNS and CSEW

**List of Background Papers:**

None

**Contact**

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## Appendix 1 – CSNS and CSEW on street journey times

