26 APRIL 2021

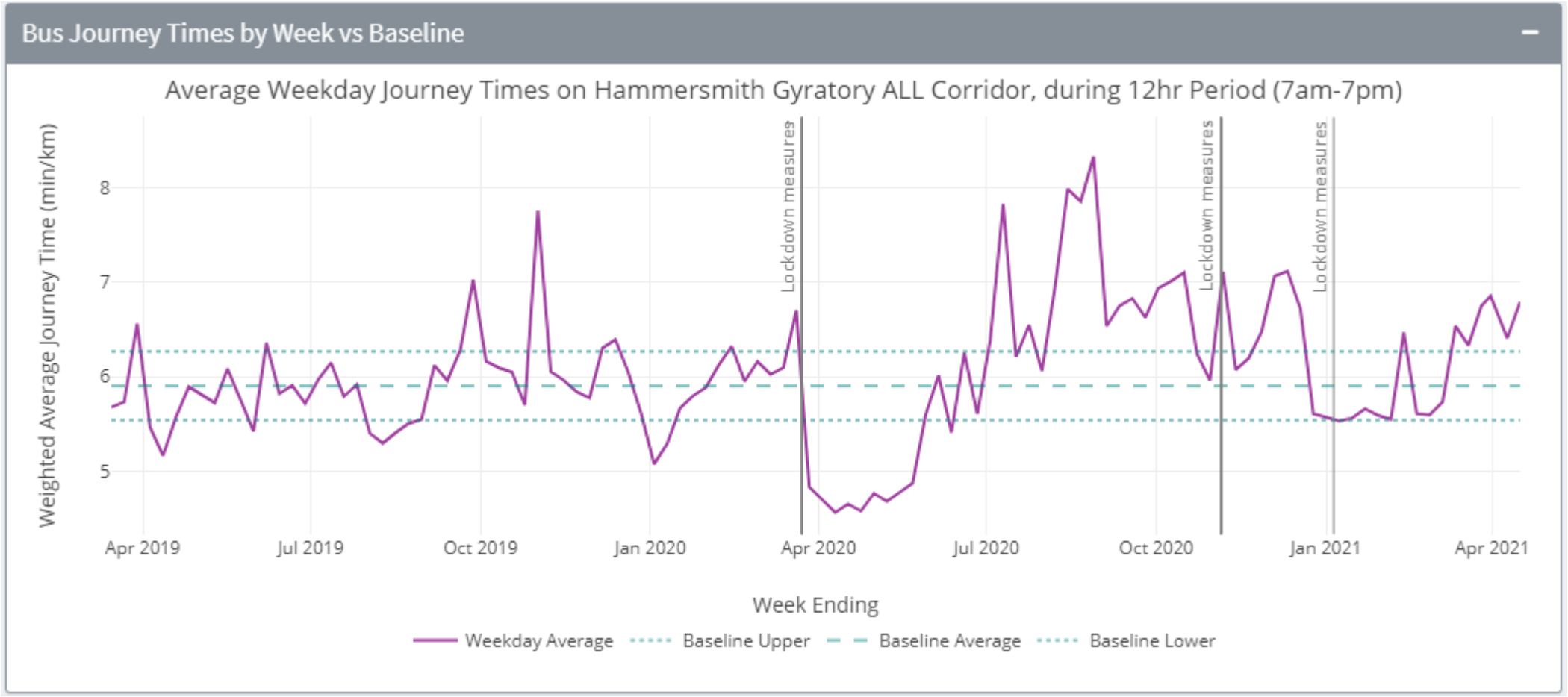
Hammersmith Gyratory/Hammersmith Road – Bus Performance

EVERY JOURNEY MATTERS

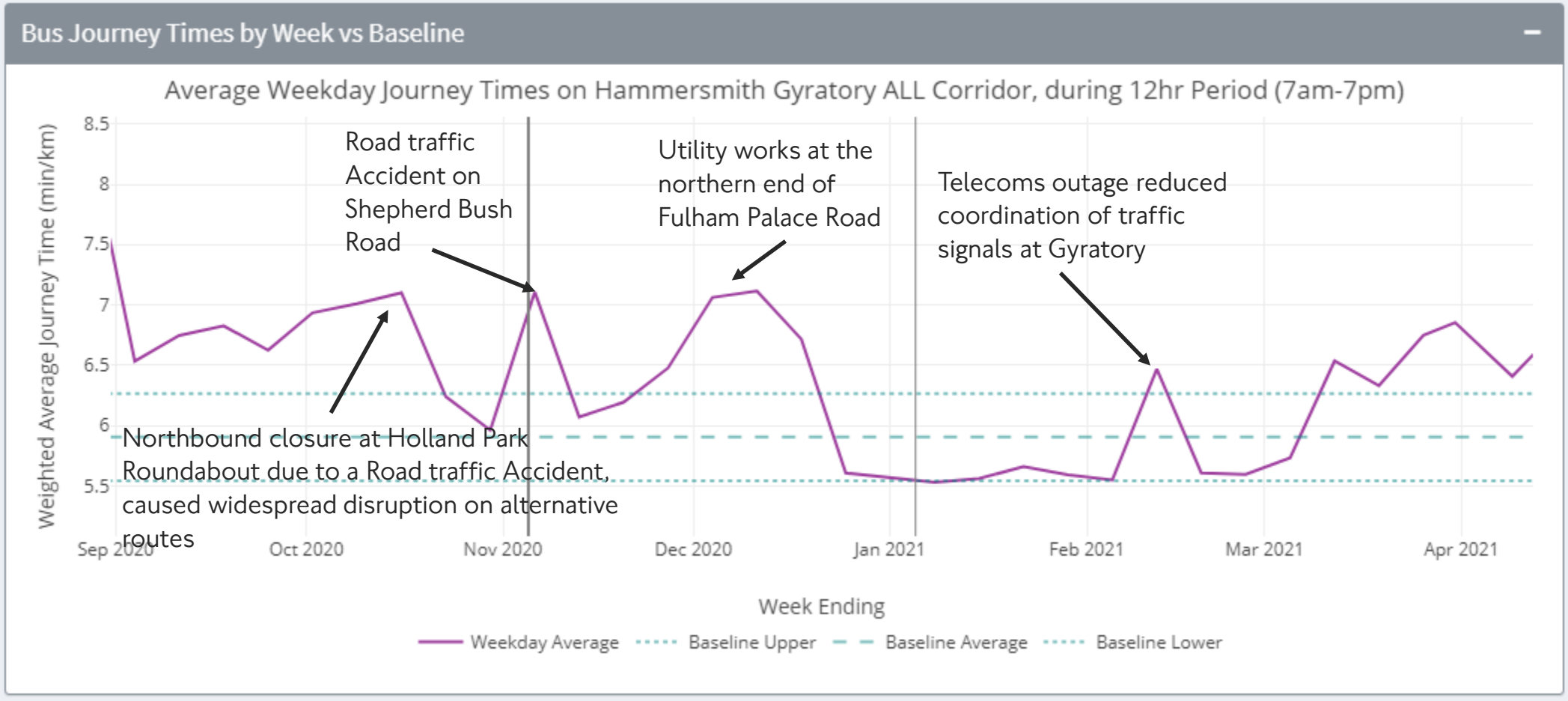
High Level Summary

- LBHF implemented measures on Hammersmith Gyratory and Hammersmith Road in June 2020
- Monitoring data has shown that at times bus journey time are above pre pandemic levels on the gyratory and the westbound approach into the gyratory on Hammersmith Road
- Most of these spikes in journey time can be attributed to incidents on the gyratory or an exits to the gyratory restricting traffic movement off and around the gyratory. This has impact on approaches to the gyratory.
- Journey time performance eastbound on Hammersmith Gyratory has been better than pre pandemic levels

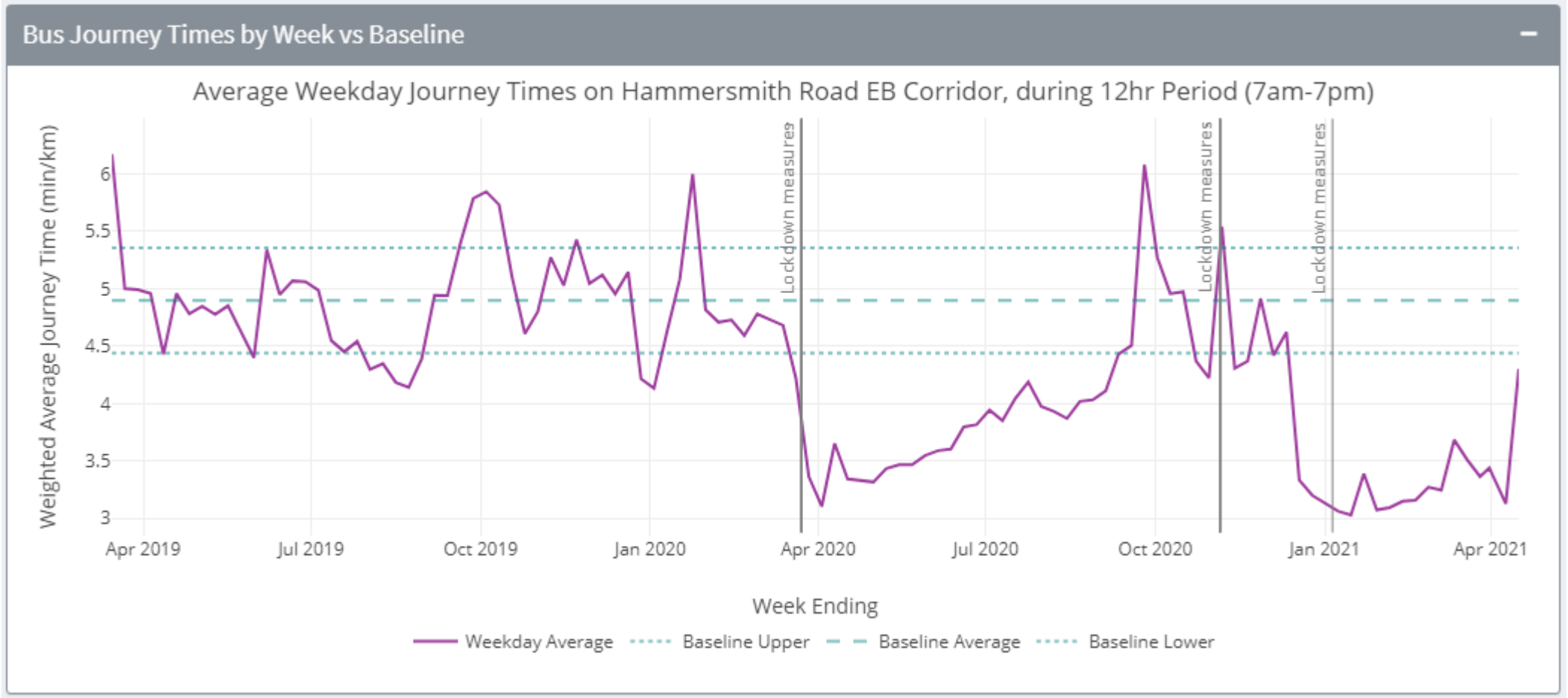
Journey Times (per km) 0700-1900
Hammersmith Gyratory



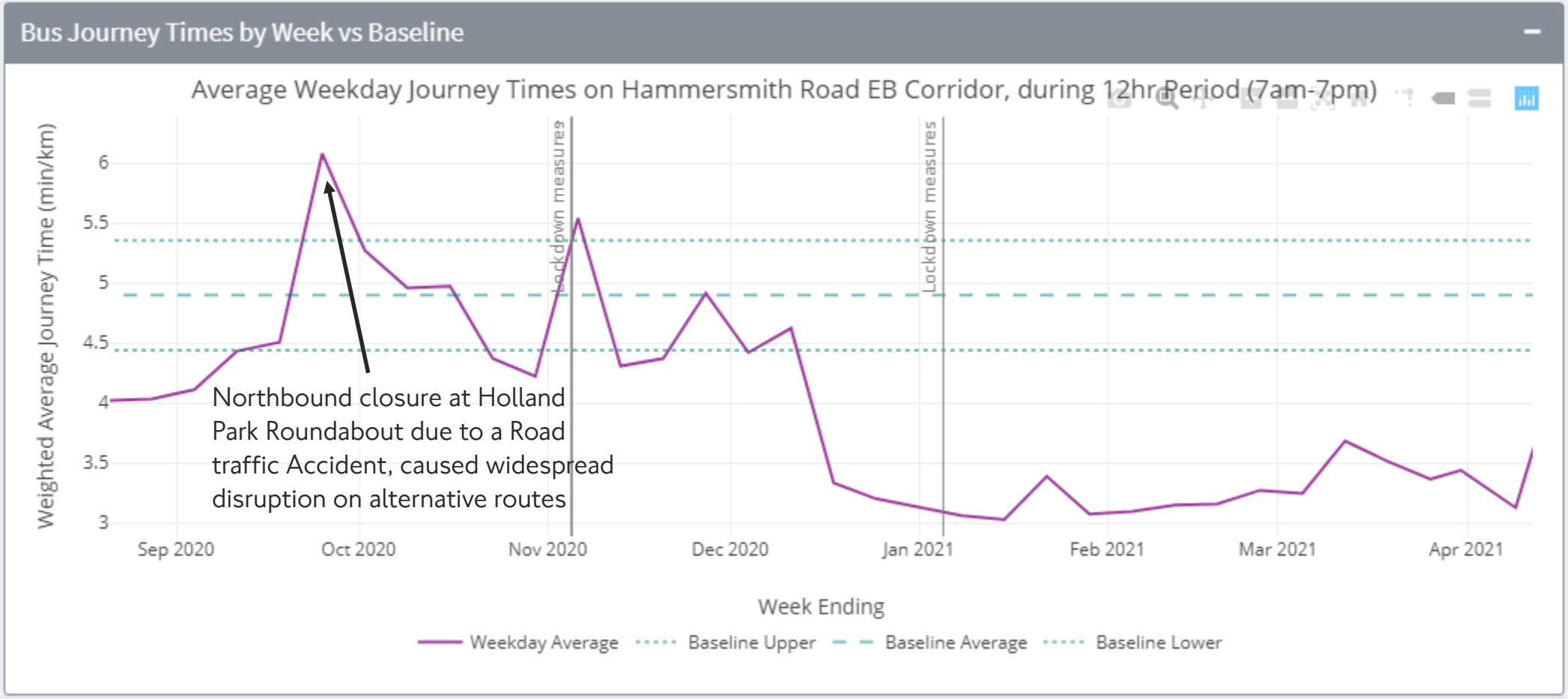
Journey Times (per km) 0700-1900 Hammersmith Gyratory



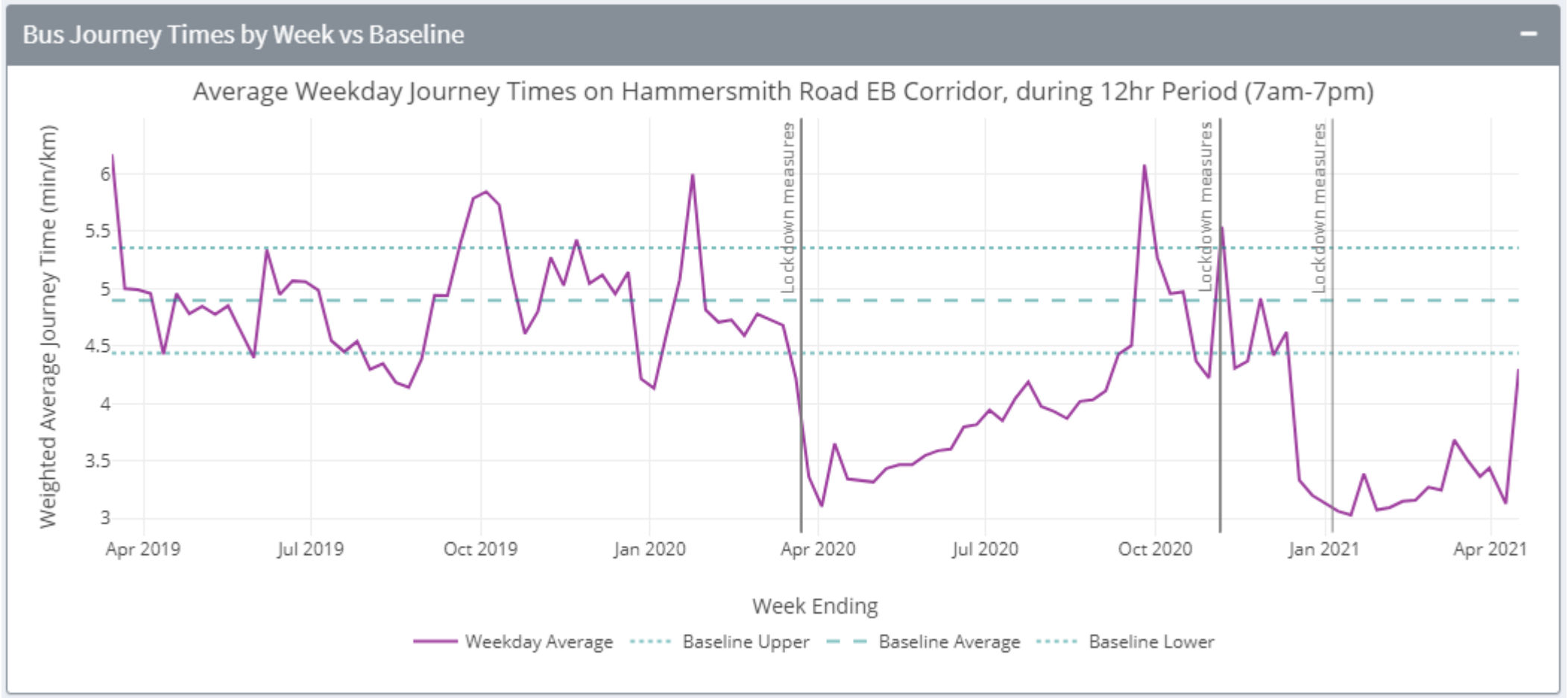
Journey Times (per km) 0700-1900
Hammersmith Road Eastbound



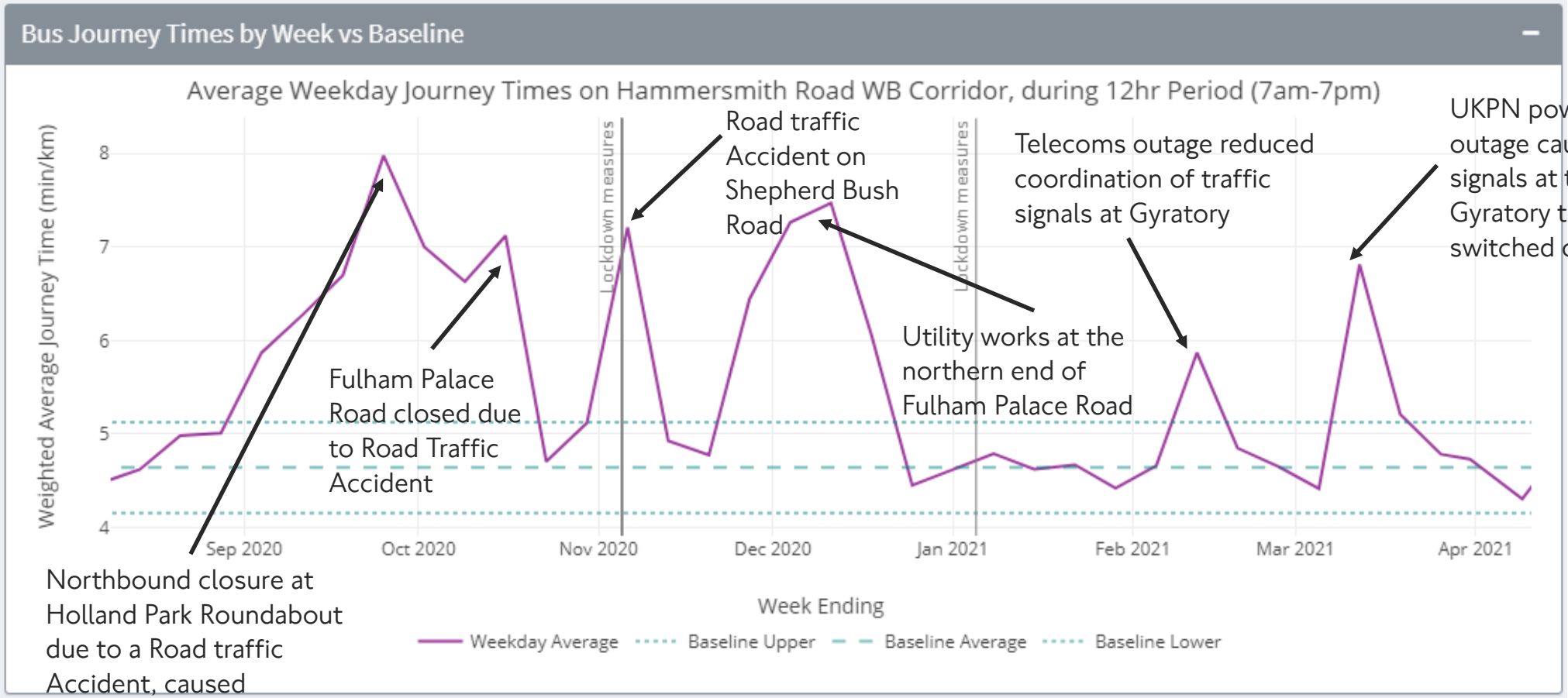
Journey Times (per km) 0700-1900
Hammersmith Road Eastbound



Journey Times (per km) 0700-1900
Hammersmith Road Eastbound



Journey Times (per km) 0700-1900
Hammersmith Road Westbound



Buses Methodology

Data

- Weekly iBus data has been used for this analysis. This gives weekday (Mon-Fri) average journey times by route, stop-to-stop link and peak (AM = 7am-10am, Inter = 10am-4pm, PM = 4pm-7pm & 12hr = 7am-7pm). These journey times exclude dwell times at stops.

Corridor averages

- Data for each corridor comprised multiple routes. Journey times have been summarised by route, by taking the total journey time across stop-to-stop links along the corridor and dividing by the length of these links, to give a minutes per km figure.

Thresholds

- The graphs show the averages plotted against thresholds ('Baseline Upper' & 'Baseline Lower').
- These thresholds have been found by taking the mean journey time +/- 1 standard deviation during the pre-Covid baseline period (11 March 2019 – 13 March 2020*).
- This allows for a reasonable amount of week-to-week variation but gives a threshold above which minutes per km figures would be deemed above "normal".

Transport for London