

Transport for London
London Streets



PERFORMANCE REPORT
Quarter 2 2012/13



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Summary of Network Performance for Quarter 2 2012/13

London wide traffic speeds (07:00 to 19:00) decreased by 0.04 mph to 19.83 mph between Quarter 2 this year and last year, while there was a 1.6 index point increase in the volume of traffic on London’s major roads.

Journey time reliability and serious and severe disruption were not recorded on the TLRN using their respective normal metrics during Quarter 2 which included the Olympics and Paralympics. Large parts of the TLRN were transformed to be either the Olympic Route Network (ORN) or Paralympic Route Network (PRN). This would have made it difficult to produce results that would have been directly comparable to results published for previous quarters.

Journey time reliability was recorded for GFVs and non-GFVs throughout the Games. GFVs achieved a JTR of 95.6% and 97.8% during the Olympics and Paralympics against a target of 95%, whilst non-GFVs achieved a JTR of 91.1% and 89.5% during the Olympics and Paralympics.

Disruption was monitored across London as a whole against baselines of the average daily serious and severe or moderate disruption for 2011. Levels of moderate disruption across London fell by more than 50% relative to typical annual averages over both the Olympic and Paralympic periods reflecting the special measures put in place during the Games. Levels of serious and severe disruption reduced less dramatically, especially during the Olympics, although were not obviously below the annual average comparison baseline during the Paralympics.

In Quarter 2 of 2012/13 the total number of road works on the TLRN was 5,456 a reduction of 2,270 or 32.9% on the total of 8,126, reported in Quarter 2 of 2011/12. Project Clearway 2012 placed an embargo on all digging on roads and pavements on the Olympic Route Network between the 1 March and 30 September 2012. This is reflected in the drop in number of works in Q2 12/13 compared to the same period in the previous year

Cycle flows on the TLRN in Quarter 2 2012/13 were 16.6% higher than the same quarter last year.

The number of killed and seriously injured casualties from road collisions on the TLRN dropped by 0.43% compared to Quarter 2 in 2011/12.

1. RELIABILITY

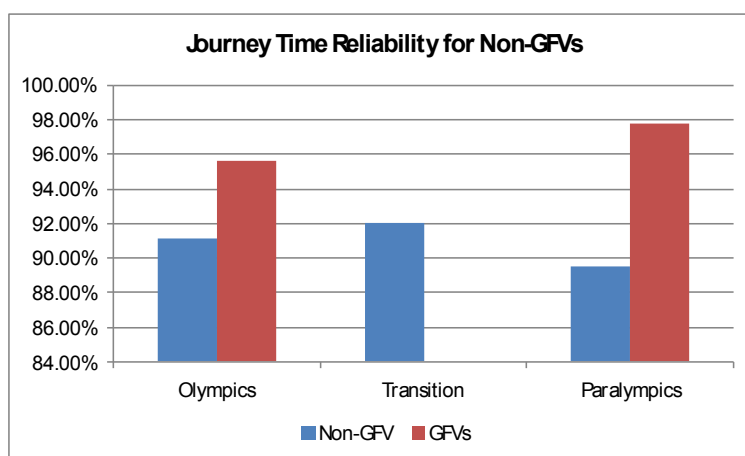
The key measure set out in the Mayor's Transport Strategy for monitoring smoothing traffic flow is journey time reliability (JTR). It is defined as the percentage of journeys completed within an allowable excess of 5 minutes for a standard 30 minute journey during the AM peak. This is calculated from recorded journey times between Automatic Number Plate Recognition (ANPR) camera pairings across the Transport for London Road Network (TLRN).

Journey time reliability was not recorded on the TLRN using the normally reported metric during Quarter 2 which included the Olympics and Paralympics. Large parts of the TLRN were transformed to be either the Olympic Route Network (ORN) or Paralympic Route Network (PRN). This would have made it difficult to produce results that would have been directly comparable to results published for previous quarters.

Journey time reliability for general traffic or Non-Games family vehicles (Non -GFVs) during Games time was measured in the same way as described above for the TLRN.

JTR for Games family vehicles (GFVs) was measured using the same principles as our traditional JTR metric but these were applied to individual vehicles and their JTR was measured against their expected venue to venue scheduled journey times.

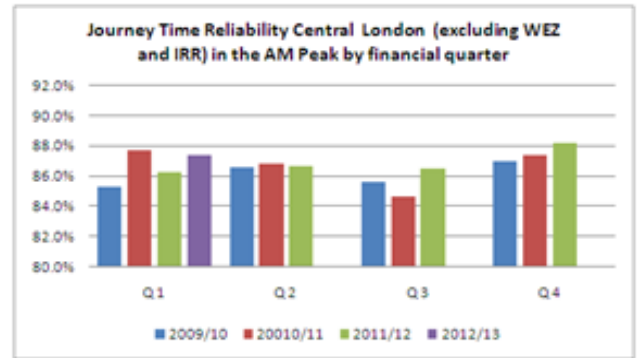
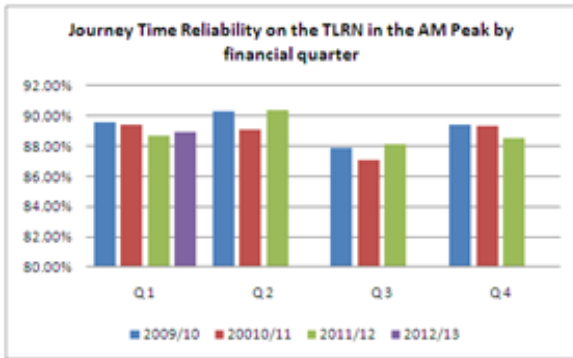
Journey Time Reliability during the Olympics and Paralympics



The JTR for general traffic was 91.1% during the Olympics and 89.5% during the Paralympics. This shows that the Games, and associated traffic management measures, had little perceptible effect on journey time reliability for general traffic.

A target to achieve 95% JTR was also agreed for Games Family Vehicles (GFV) travelling between venues. The JTR for GFVs was 95.6% for the Olympics and 97.8% for the Paralympics

Journey Time Reliability on the TLRN



Journey time reliability was not recorded on the TLRN using the normally reported metric during Quarter 2. The results above show this metric for previous quarters.

The JTR values on each of the main radial routes on the TLRN in the AM and PM peaks in both directions are:

AM Peak		Inbound								Outbound							
Route Type	Corridor	2011/12 Q1	2011/12 Q2	2011/12 Q3	2011/12 Q4	2012/13 Q1	2012/13 Q2	2012/13 Q3	2012/13 Q4	2011/12 Q1	2011/12 Q2	2011/12 Q3	2011/12 Q4	2012/13 Q1	2012/13 Q2	2012/13 Q3	2012/13 Q4
Radial	A4	88.6%	89.8%	87.7%	88.8%	87.7%				92.3%	92.4%	90.5%	91.9%	91.3%			
Radial	A40	78.0%	79.0%	78.5%	77.9%	81.7%				95.1%	96.2%	94.6%	93.7%	95.2%			
Radial	A41	81.5%	89.6%	85.0%	83.3%	84.3%				91.0%	92.3%	90.1%	90.6%	91.5%			
Radial	A1	81.6%	81.8%	80.4%	82.2%	83.8%				87.9%	92.3%	88.2%	92.0%	90.2%			
Radial	A10	89.2%	89.2%	88.0%	86.6%	83.8%				89.8%	90.4%	89.0%	88.4%	91.5%			
Radial	A12	85.8%	86.3%	84.8%	86.3%	88.6%				95.9%	97.9%	95.5%	97.1%	95.9%			
Radial	A13	89.1%	87.0%	86.7%	85.6%	84.7%				98.0%	98.9%	98.4%	99.0%	98.8%			
Radial	A2	83.4%	87.1%	81.4%	84.6%	85.2%				96.8%	99.5%	98.7%	98.6%	98.7%			
Radial	A20	89.5%	91.6%	87.4%	87.9%	87.9%				97.3%	97.3%	97.1%	97.2%	98.2%			
Radial	A21	88.9%	91.0%	85.1%	87.5%	89.5%				95.3%	96.2%	92.1%	93.6%	95.1%			
Radial	A23	87.0%	87.6%	86.5%	87.3%	90.1%				92.4%	92.5%	90.5%	92.7%	91.4%			
Radial	A24	85.8%	89.4%	87.8%	89.5%	88.4%				92.8%	95.2%	93.5%	95.1%	92.8%			
Radial	A3	88.2%	92.5%	84.3%	87.1%	88.3%				95.0%	97.3%	92.6%	94.2%	96.0%			
Radial	A316	86.3%	86.8%	83.2%	85.8%	87.0%				97.9%	96.6%	97.3%	96.5%	96.6%			

PM Peak		Inbound								Outbound							
Route Type	Corridor	2011/12 Q1	2011/12 Q2	2011/12 Q3	2011/12 Q4	2012/13 Q1	2012/13 Q2	2012/13 Q3	2012/13 Q4	2011/12 Q1	2011/12 Q2	2011/12 Q3	2011/12 Q4	2012/13 Q1	2012/13 Q2	2012/13 Q3	2012/13 Q4
Radial	A4	91.0%	90.3%	90.2%	88.4%	88.3%				81.1%	82.6%	81.0%	88.1%	87.5%			
Radial	A40	84.1%	84.6%	84.4%	85.2%	84.1%				85.1%	84.3%	85.2%	85.2%	84.7%			
Radial	A41	84.1%	89.6%	88.2%	89.9%	89.4%				84.7%	86.1%	83.9%	87.7%	82.5%			
Radial	A1	87.1%	86.0%	84.9%	86.3%	88.9%				79.7%	81.0%	82.7%	85.5%	83.0%			
Radial	A10	92.9%	93.3%	91.9%	90.6%	89.5%				84.6%	85.7%	83.8%	82.4%	79.6%			
Radial	A12	88.8%	87.7%	89.7%	88.0%	88.0%				86.1%	85.7%	82.6%	84.1%	82.6%			
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Radial	A316	94.3%	93.4%	92.1%	91.3%	91.1%				92.9%	89.7%	89.3%	93.1%	92.9%			



The JTR values on each of the main orbital routes on the TLRN in the AM and PM peaks in both directions are:

AM Peak		Anti-Clockwise								Clockwise							
Route Type	Corridor	2011/12 Q1	2011/12 Q2	2011/12 Q3	2011/12 Q4	2012/13 Q1	2012/13 Q2	2012/13 Q3	2012/13 Q4	2011/12 Q1	2011/12 Q2	2011/12 Q3	2011/12 Q4	2012/13 Q1	2012/13 Q2	2012/13 Q3	2012/13 Q4
Orbital	A102 B. Tunnel	75.9%	80.0%	73.8%	76.6%	75.0%				96.8%	97.6%	97.6%	98.1%	96.9%			
Orbital	A406	87.4%	89.9%	88.2%	87.4%	87.8%				87.8%	92.1%	88.6%	87.9%	86.4%			
Orbital	A205	88.9%	88.9%	87.3%	86.6%	85.6%				86.1%	86.4%	85.3%	85.8%	84.0%			
Orbital	Inner Ring	82.5%	84.1%	82.9%	84.4%	83.1%				82.9%	82.9%	82.8%	84.1%	84.8%			
PM Peak		Anti-Clockwise								Clockwise							
Route Type	Corridor	2011/12 Q1	2011/12 Q2	2011/12 Q3	2011/12 Q4	2012/13 Q1	2012/13 Q2	2012/13 Q3	2012/13 Q4	2011/12 Q1	2011/12 Q2	2011/12 Q3	2011/12 Q4	2012/13 Q1	2012/13 Q2	2012/13 Q3	2012/13 Q4
Orbital	A102 B. Tunnel	79.2%	83.5%	77.0%	81.1%	80.1%				83.2%	82.1%	78.1%	82.5%	80.3%			
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Orbital	Inner Ring	78.2%	79.5%	78.1%	79.7%	78.8%				77.9%	79.2%	77.8%	80.0%	80.6%			

The JTR values on the TLRN and in Central London all directions combined in the AM and PM peaks are:

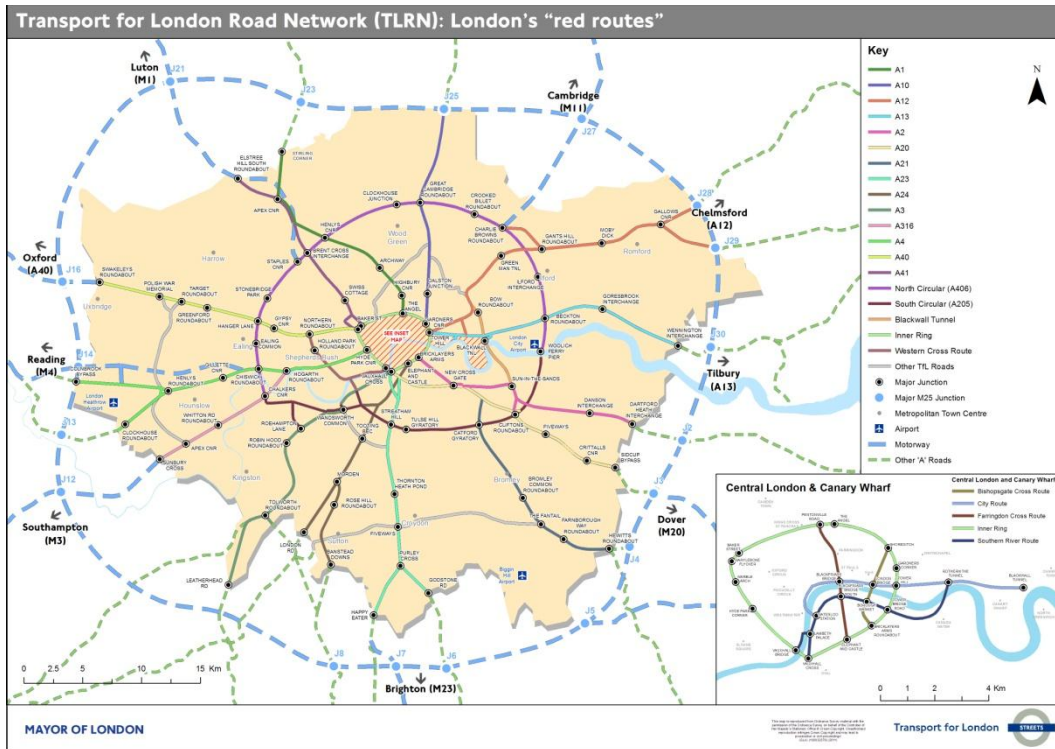
Central London All Directions	2011/12 Q1	2011/12 Q2	2011/12 Q3	2011/12 Q4	2012/13 Q1	2012/13 Q2	2012/13 Q3	2012/13 Q4
AM Peak	86.2%	86.7%	86.5%	88.2%	87.4%			
PM Peak	81.7%	82.6%	81.0%	85.4%	85.1%			
TLRN All Directions	2011/12 Q1	2011/12 Q2	2011/12 Q3	2011/12 Q4	2012/13 Q1	2012/13 Q2	2012/13 Q3	2012/13 Q4
AM Peak	88.7%	90.3%	88.1%	88.6%	88.9%			
PM Peak	86.4%	87.1%	85.9%	87.0%	86.6%			

Legend

Journey Time Reliability

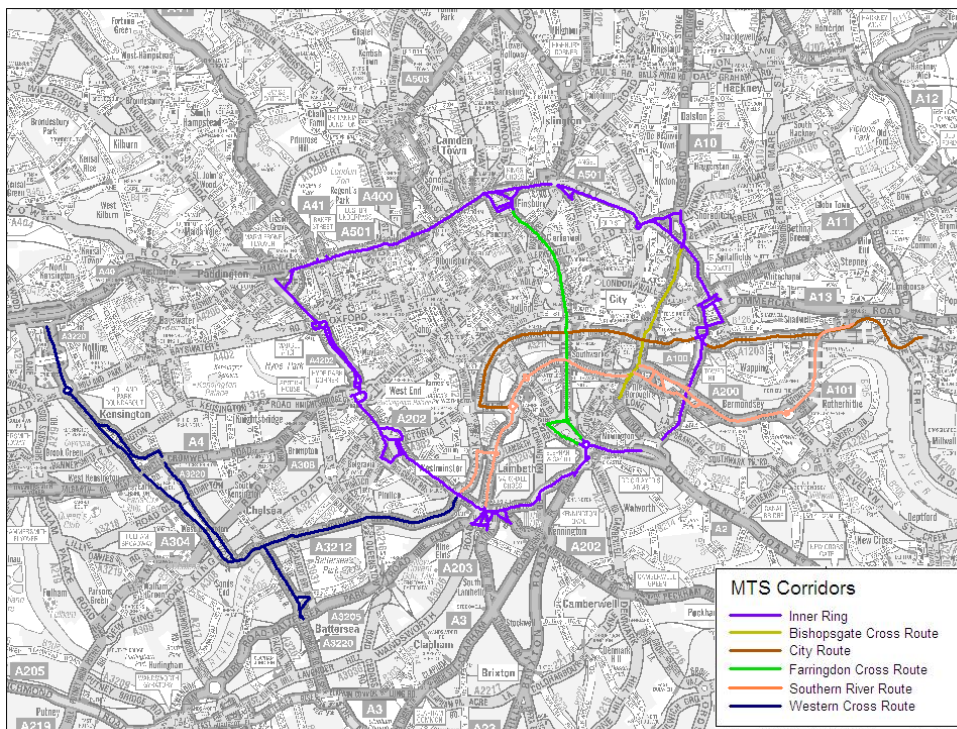
>=90%	More than 9 out of 10 journeys are "on time"
80%-89.9%	
<80%	Less than 4 out of 5 journeys are "on time"

Map showing the TLRN by MTS Corridors across London



Note: The named corridors do not exactly replicate the road number in the legend, but reflect the strategic radial and orbital corridors set out in the Mayor’s Transport Strategy. (E.g. the “A12 corridor” includes the A11 Mile End Road into central London).

Map showing the TLRN by MTS Corridors in Central London



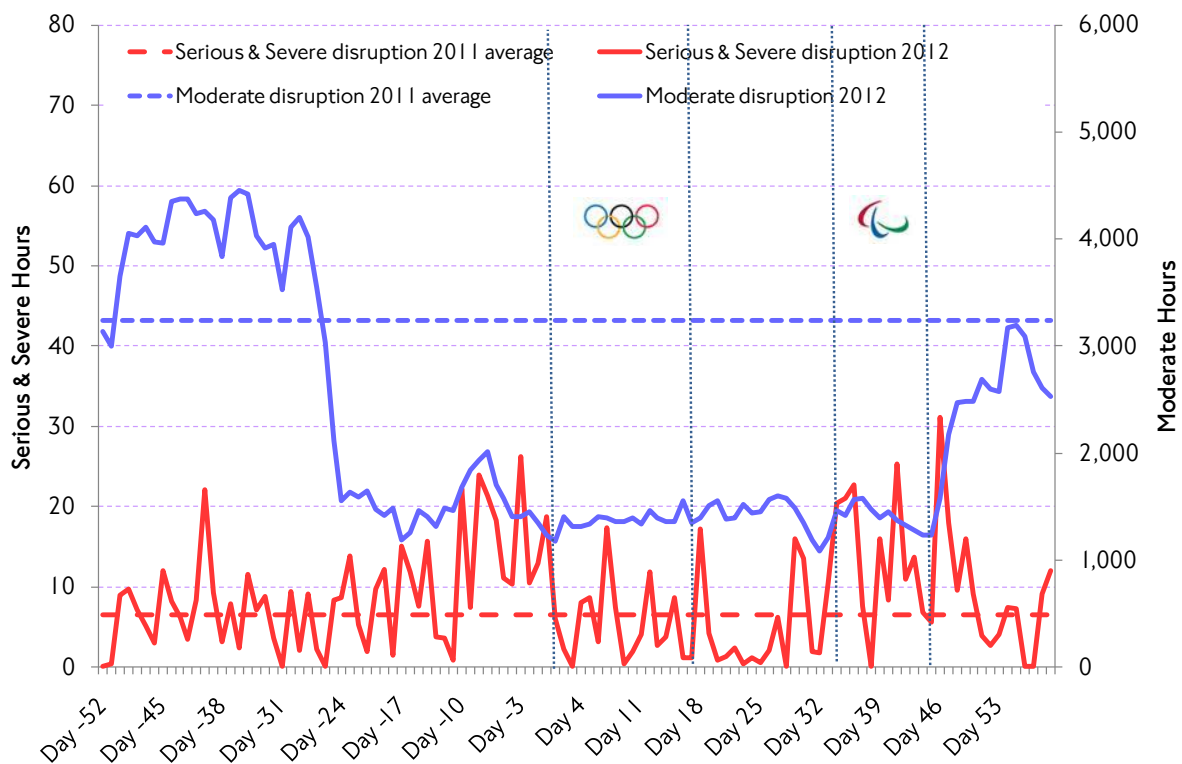
2. NETWORK DISRUPTION

Disruption during the Olympics and Paralympics

Disruption was not recorded on the TLRN using the normally reported metric during Quarter 2 which included the Olympics and Paralympics. Large parts of the TLRN were transformed to be either the Olympic Route Network (ORN) or Paralympic Route Network (PRN). This would have made it difficult to produce results that would have been directly comparable to results published for previous quarters.

A metric was established to measure the overall disruption across London instead against baselines of the average daily serious and severe or moderate disruption for 2011.

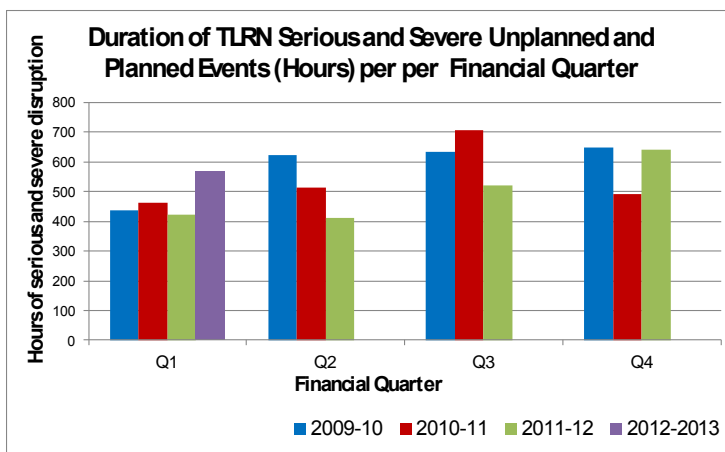
Levels of moderate disruption across London fell by more than 50% relative to typical annual averages over both the Olympic and Paralympic periods reflecting the special measures put in place during the Games. This type of disruption mainly reflects that caused by planned works.



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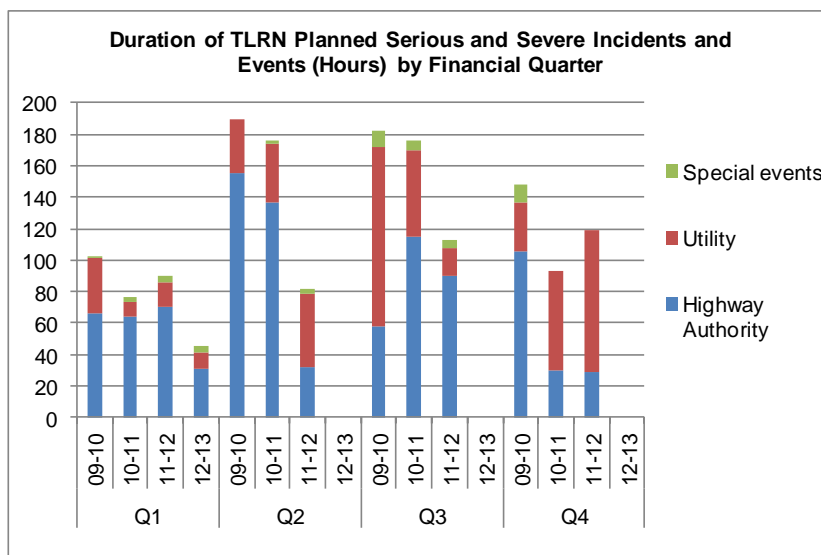
Levels of serious and severe disruption reduced less dramatically, especially during the Olympics, although were not obviously below the annual average comparison baseline during the Paralympics. This type of disruption however mainly reflects that caused by unplanned incidents, such as collisions, which cannot be controlled for to any meaningful degree (but whose impact can be minimised by rapid and effective responses).

Total Serious and Severe Unplanned and Planned Disruption Hours on the TLRN



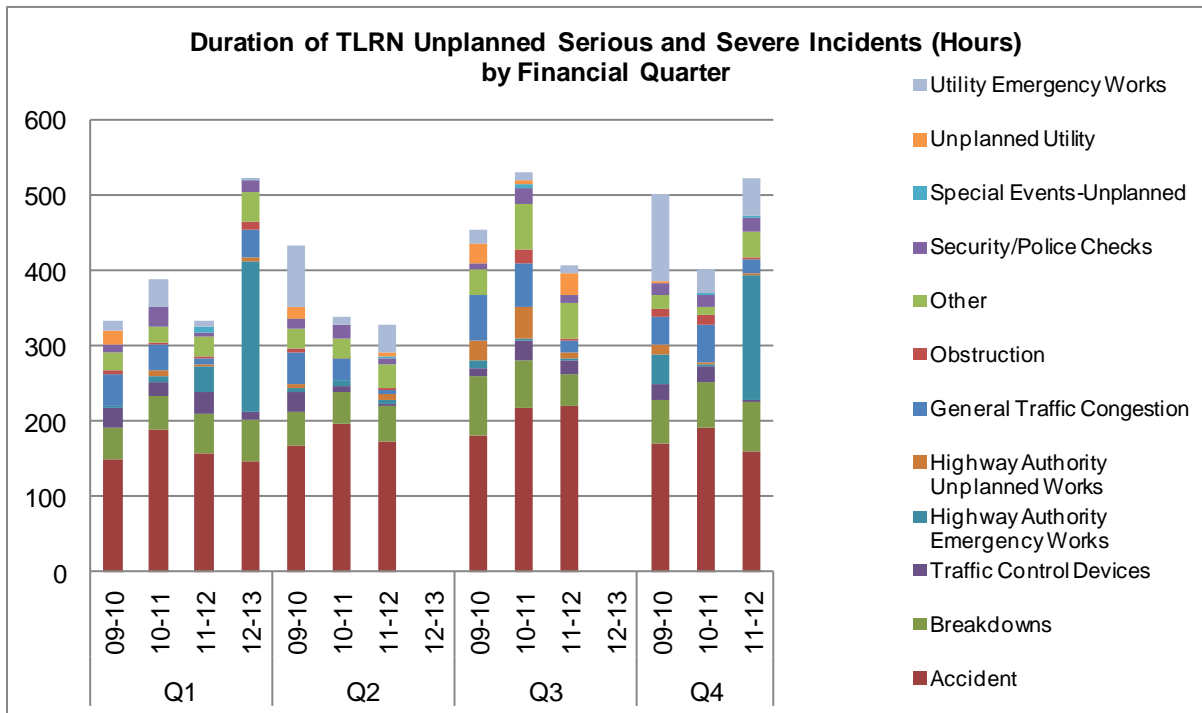
Total serious and severe Unplanned and Planned disruption hours on the TLRN were not recorded using the normally reported metric during Quarter 2. The results above show this metric for previous quarters.

Planned Incidents and Events – TLRN



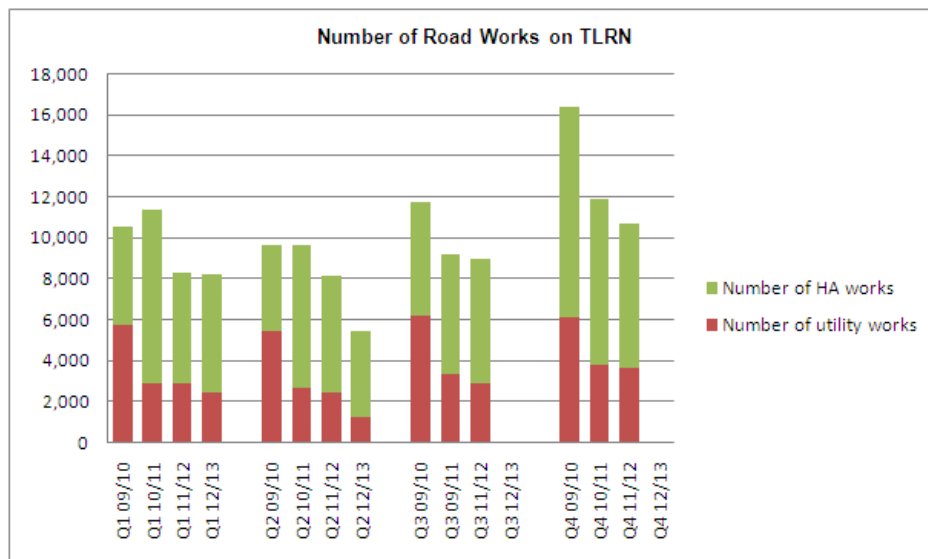
The duration of serious and severe Planned disruption hours on the TLRN were not recorded using the normally reported metric during Quarter 2. The results above show this metric for previous quarters.

Unplanned Incidents and Events - TLRN



The duration of serious and severe unplanned disruption hours on the TLRN were not recorded using the normally reported metric during Quarter 2. The results above show this metric for previous quarters.

Number of Road Works on the TLRN



The London Permit Scheme (LoPS) for road works was introduced in February 2010. Its purpose was to improve authorities' abilities to minimise disruption from street and highway works. It requires works promoters to apply for a permit to work in the highway. Highway Authorities' own works are also included in the scheme.

To manage the cumulative impact of road works on the TLRN the total number of new road works permitted in any one period was capped to 4,170 from the start of 2010/11. This was 20% below the peak level of road works activity experienced in 2009/10 (5,212 works in Period 12 of that year).

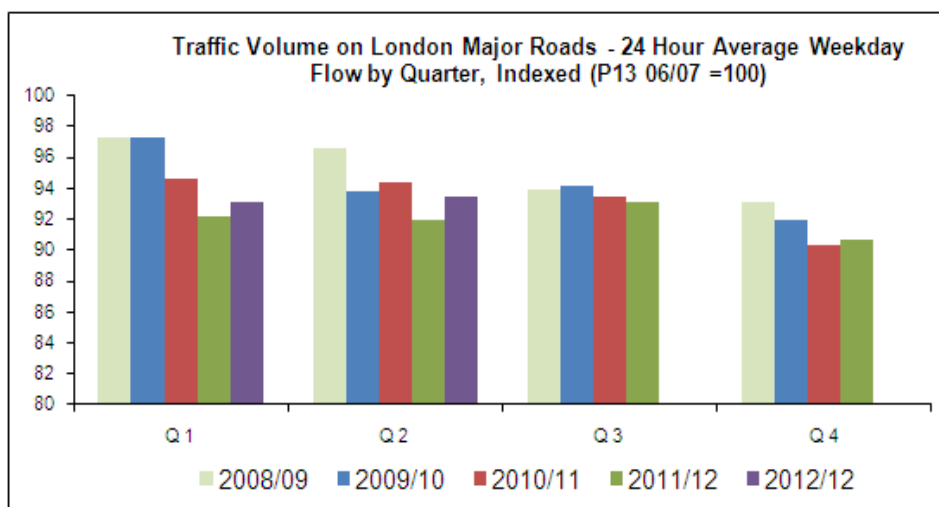
Starting Quarter 3 of 2011/12 the maximum permissible total number of road works allowed on the TLRN was lowered to be 3,753 per period. This was a reduction of 10% from the initial cap per period of 4,170.

In Quarter 2 of 2012/13 the total number of road works on the TLRN was 5,456 a reduction of 2,270 or 32.9% on the total of 8,126, reported in Quarter 2 of 2011/12.

Project Clearway 2012 placed an embargo on all digging on roads and pavements on the Olympic Route Network between the 1 March and 30 September 2012. This is reflected in the drop in number of works in Q2 12/13 compared to the same period in the previous year.

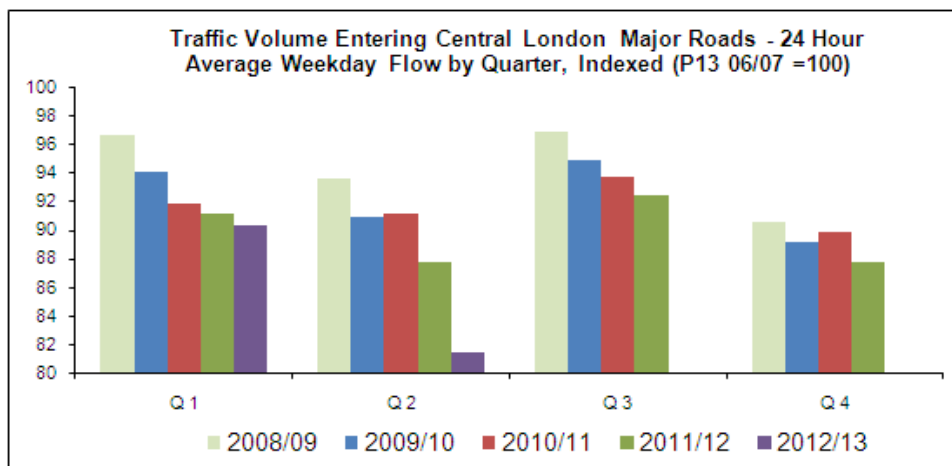
TRAFFIC VOLUMES

Vehicular Traffic Volumes on London Major Roads



The pan London traffic flow index stands at 93.5 in Quarter 2 2012/13. This is 1.6 index points up from the same quarter last year, and 0.9 index points down from the same quarter two years ago. We are seeing a return to traffic growth across London’s major roads this year breaking the recent declining trend. Traffic in London has fallen by almost 6.5% since 2000 and almost 4% since 2008. The chart shows traffic flows relative to an index of 100 in period 13 in 2006/07.

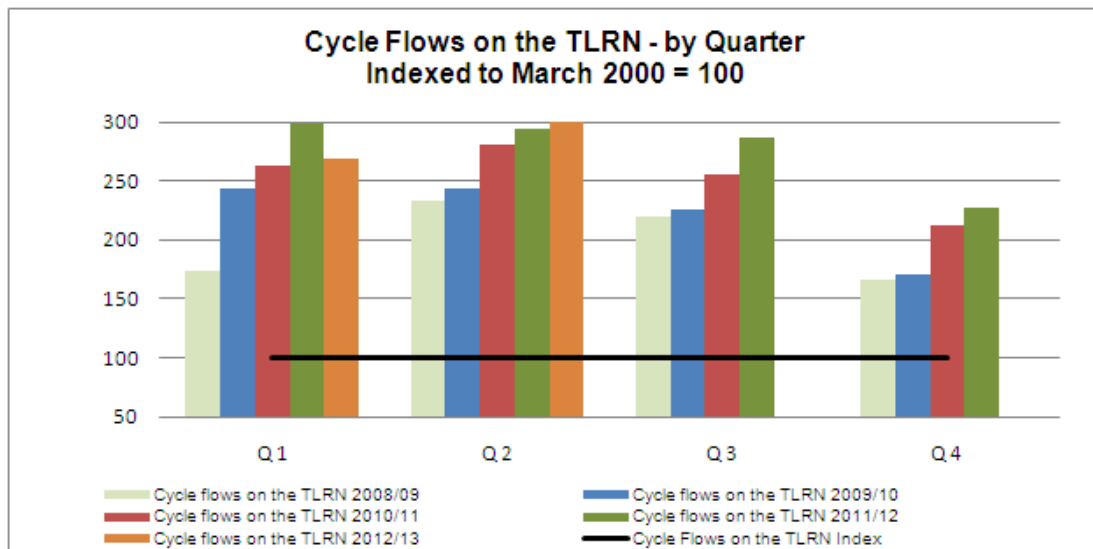
Vehicular Traffic Entering Central London Major Roads



The Central London traffic flow index stands at 81.4 in Quarter 2 2012/13. This is 6.4 index points down from the same quarter last year and 9.8 index points down from the same quarter two years ago. The decrease is related to active management of traffic in central London to facilitate the delivery of journey reliability for Games family vehicle during the Olympics and Paralympics. Traffic volumes continue to fall across Central London, in a continuation of a reported long term trend. Central London traffic has fallen by 19% since 2000 and almost 3% since 2008.

The chart shows traffic flows relative to an index of 100 in period 13 in 2006/07.

Volume of Cycling on the TLRN



Cycle flows on the TLRN in Quarter 2 2012/13 stand at an index level of 342.3. This is 48.6 index points (16.6%) higher than the same quarter last year.

Minor corrections have been made to the TLRN cycling index methodology to ensure it accurately reflects recent cycle flows. This does not change the previous years' numbers; results for Quarter 1 2012/13 show slight changes and have been updated accordingly. As such, revised cycle index flows on the TLRN in Quarter 1 2012/13 were 285.4 (replacing published figure of 269.2)

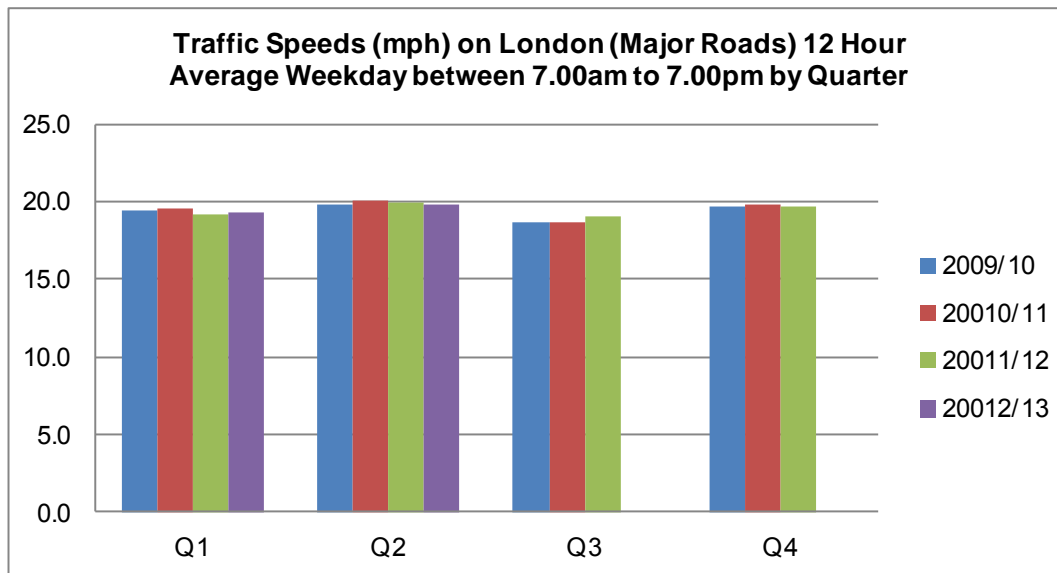
TFL is reviewing its overall methodology for recording cycling trips and will be updating its approach over the coming year to more accurately reflect cycling trends and patterns.

Between March 2000 and the end of 2011/12 cycle flows on the TLRN increased by 172.6%. Compared to the 2010/11 financial year end, average cycling levels on the TLRN at the end of 2011/12 were 9% higher.

The chart shows cycle levels on the TLRN relative to an index of 100 in March 2000.

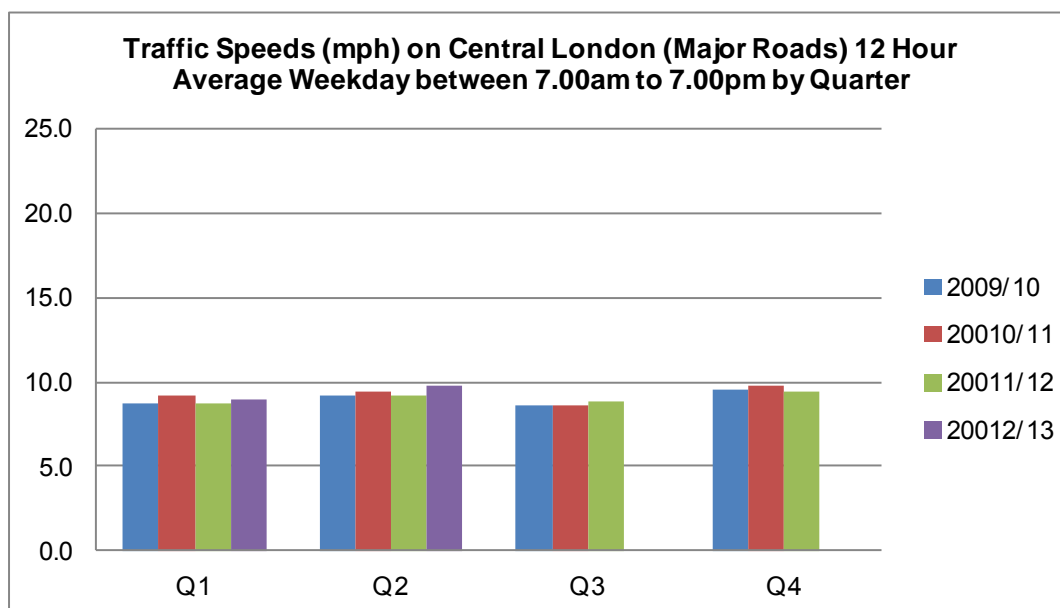
3. TRAFFIC SPEEDS

Traffic Speeds in London



Average traffic speeds for the 12 hours between 07:00 to 19:00 across London in Quarter 2 was 19.83 mph, compared to the 19.87 mph observed in Quarter 2 last year, a 0.2% decrease year-on-year.

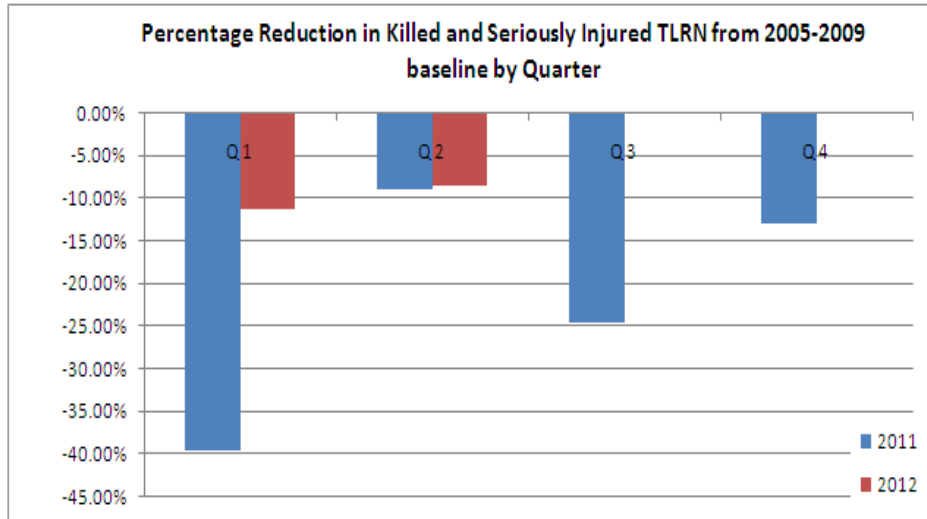
Traffic Speeds in Central London



Average traffic speeds for the 12 hours between 07:00 to 19:00 across Central London in Quarter 2 was 9.73 mph compared to the 9.23 mph observed in Quarter 2 last year, a 5.5% increase year-on-year.

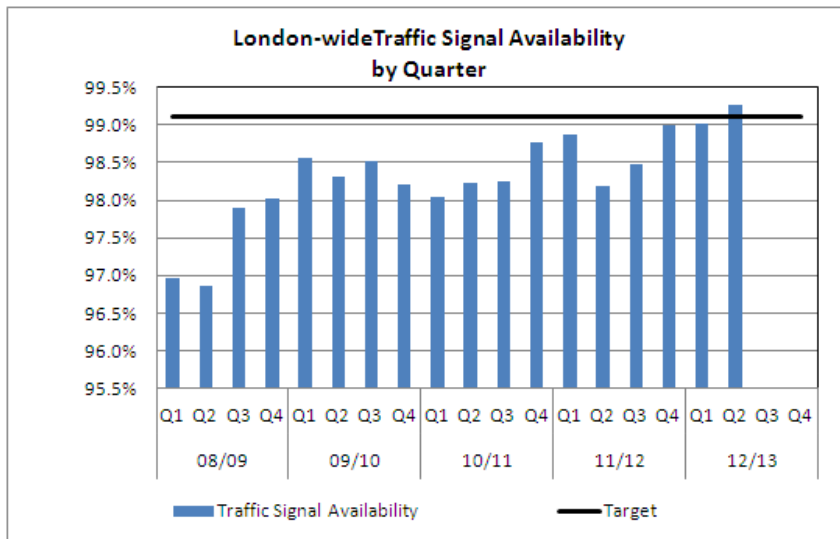
4. ROAD SAFETY

Killed and Seriously Injured on the TLRN

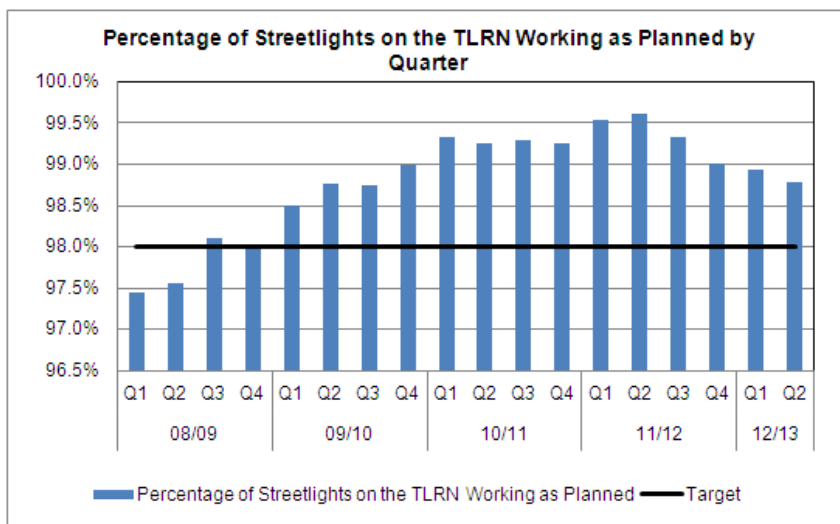


The number of killed and seriously injured casualties across all modes on the TLRN in Quarter 2 2012 (redefined as encompassing March, April, May 2012 for road safety data) is 231. This total is 0.43% greater than the total of 230 recorded in Quarter 2 in 2011. The percentage change in casualties across all modes on the TLRN in Quarter 2 this year compared to the 2005-09 Quarter 2 baseline was 8.6% increase compared to 8.9% reduction in the same quarter last year.

5. ASSET AVAILABILITY



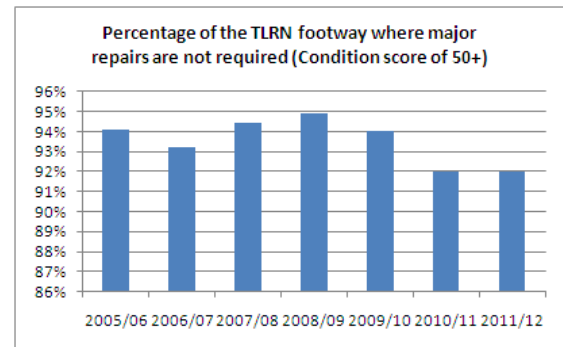
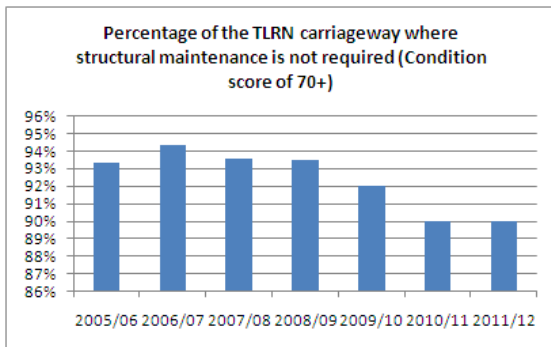
During Quarter 2 2012/13, the availability of traffic signals London-wide was 99.26% compared to 98.19% reported for Quarter 2 2011/12. The target for this indicator is set at 99.1% and it represents the availability of all functions of traffic signal equipment. Performance is ahead of target due to contract management initiatives and 24/7 working of Fault Control Centre (FCC).



In Quarter 2 2012/13, 98.78% of street lights on the TLRN were reported to be working as planned compared with 99.61% reported in Quarter 2 2011/12. The target for this indicator is set at 98%.

6. STATE OF GOOD REPAIR

The State of Good Repair (SOGR) metrics for the TLRN carriageways and footways are reported annually at the end of each financial year. SOGR represents the percentage of the TLRN where structural maintenance/major repairs are not required. It is based on asset condition scores from structural surveys analysed using the national Rules and Parameters from the UK Pavement Management System (UKPMS).



The percentage of the TLRN carriageway in structurally normal condition was 92% in 2009/10, 90% in 2010/11 and 90% in 2011/12. The percentage of the TLRN footway network where the structural condition was normal was 94% in 2009/10, 92% in 2010/11 and 92% in 2011/12.

CUSTOMER SATISFACTION - TLRN

In 2011 a second online customer satisfaction survey was conducted among people who had used the TLRN in the last month by any of the following modes: (Car, Pedestrian, Bus, Motorcycle/scooter/moped, Taxi/commercial delivery/emergency vehicle, Cycle). In 2011 a total of 3,549 TLRN users were interviewed (3,246 in London and 303 in South East England), recording details of 8,491 trips in total. Satisfaction questions are scored on a scale of 0-10, where 10 is extremely satisfied and 0 is extremely dissatisfied. Mean scores (e.g. 7.4) are then multiplied by 10 to provide a score out of 100 (e.g. 74).

- **Satisfaction with the TLRN scores quite well** at 75 out of 100. This is a significant increase of 3 points compared to 2010
- **All individual aspects of the TLRN have improved significantly**
- **As in 2010, traffic congestion is the main issue:** it is a key driver of satisfaction, but with the lowest satisfaction scores

Customer Satisfaction – Traffic Directorate

CSS Key Satisfaction Indicators - Traffic Directorate	2010	2011
Working condition of traffic lights	75	77
Overall satisfaction	72	75
Could accurately estimate how long journey would take	70	73
Speed	70	72
Speed of response for fixing unusual traffic problems	69	72
Amount and clarity of road signs about delays and disruption	69	72
Up to the minute information about delays and disruption	69	72
Traffic light timings	70	73
Management of road works	67	70
Traffic congestion	63	67

Customer Satisfaction – Roads Directorate

CSS Key Satisfaction Indicators - Roads	2010	2011
Street lighting	75	77
Roads are well drained and free from flooding	74	77
Condition and clarity of road markings	73	75
Amount and clarity of road signs giving route directions	73	75
Overall satisfaction	72	75
Condition of road surfaces	68	70

The 2012 customer satisfaction survey results will be available in the Quarter 3 report.