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# Hyde Park

## Movement Trial Analysis

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March 2022



## Document Control Sheet

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# 1. Introduction

This document has been prepared by Stantec UK Ltd on behalf of The Royal Parks (TRP) to report the findings of the movement trial schemes implemented across five London Parks in August 2020. The study provides a summary of the results of various data collected pre and post implementation of the trial schemes, as well as conclusions drawn from the analysis.

The findings of each of the five parks have been analysed and reported separately across five documents. This report (ref: RPMA-STN-HP-XX-R-TR-0001-P01) focuses solely on Hyde Park.

## 1.1 TRP's Movement Strategy

TRP's Movement Strategy<sup>1</sup> was published in 2020 as a framework to help shape and inform the policies and decisions taken with regard to how park visitors can access, experience and move within the park. The Movement Principles in the Movement Strategy document set out TRP's Vision, as follows:

- *We will protect and conserve our parks' special qualities*
- *Our parks are places that people visit for relaxation and recreation*
- *We will encourage the use of more sustainable ways to access and travel through our parks*
- *Our park roads are not intended to be primarily commuter through-routes for motor vehicles*
- *We will achieve more by delivering key projects through collaboration and partnership*
- *We will make evidence-based decisions*
- *We will be proactive in our approach to future transport challenges and opportunities*

In August 2020, TRP launched a series of traffic-related trials across five London parks to reduce the impact of cut-through traffic, improve the park visitor experience and open new spaces for park visitors to enjoy. The five parks included in the movement Trials are:

- Richmond Park.
- Bushy Park.
- St. James's Park.
- Hyde Park.
- Greenwich Park.

The trials underwent consultation in November 2020. Hyde Park received 966 responses to the consultation survey, showing 74% of support the scheme and believe the measures should be made permanent.

The trials were initially planned to run until February 2021, however TRP decided to keep the measures in place for the remaining of 2021 with the aim to carry out monitoring and understand the impact of the schemes before determining whether they should be permanent.

The Hyde Park Trial involved restricting vehicle movements along key internal links to reduce cut-through traffic and enhance the park experience for visitors. Different restrictions are in place for weekdays and weekends.

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<sup>1</sup> [TheRoyalParks\\_MovementStrategy.pdf](#)

## 1.2 Study Purpose

This study provides an analysis of a number of monitoring surveys carried out within Hyde Park and traffic data within the local road network. The purpose of this study is bifold:

- i. To understand any changes in the park's movement patterns since the trial was implemented; and
- ii. To understand the impacts of TRP's trial on traffic within the local and strategic road network outside Hyde Park since the trial was implemented.

Based on the above, the results of the study have been presented and discussed for TRP to review and decide next steps.

## 1.3 Assessment Methodology

### Study Area

The extent of the study area has been based upon the Common Operational Road Network (CORN) map shown in Figure 1.1, which was prepared by TfL for an area within 500m and 1,000m of the park, and agreed between TRP with Local Authorities and TfL, as part of the traffic study proposal. Key roads within the CORN map extent were subsequently identified as potential reassignment routes as a result of the trial scheme, these comprise the study area of the analysis presented in this report and are highlighted in **Appendix A**.

### Data Sources

To understand the impact of the movement trial within Hyde Park, both on-park and off-park traffic data has been obtained from various sources including Westminster City Council (WCC) The Royal Borough of Kingston upon Thames (RBKuT) and Transport for London (TfL). The following data was obtained for the Hyde Park study:

### Off-Park Traffic Data

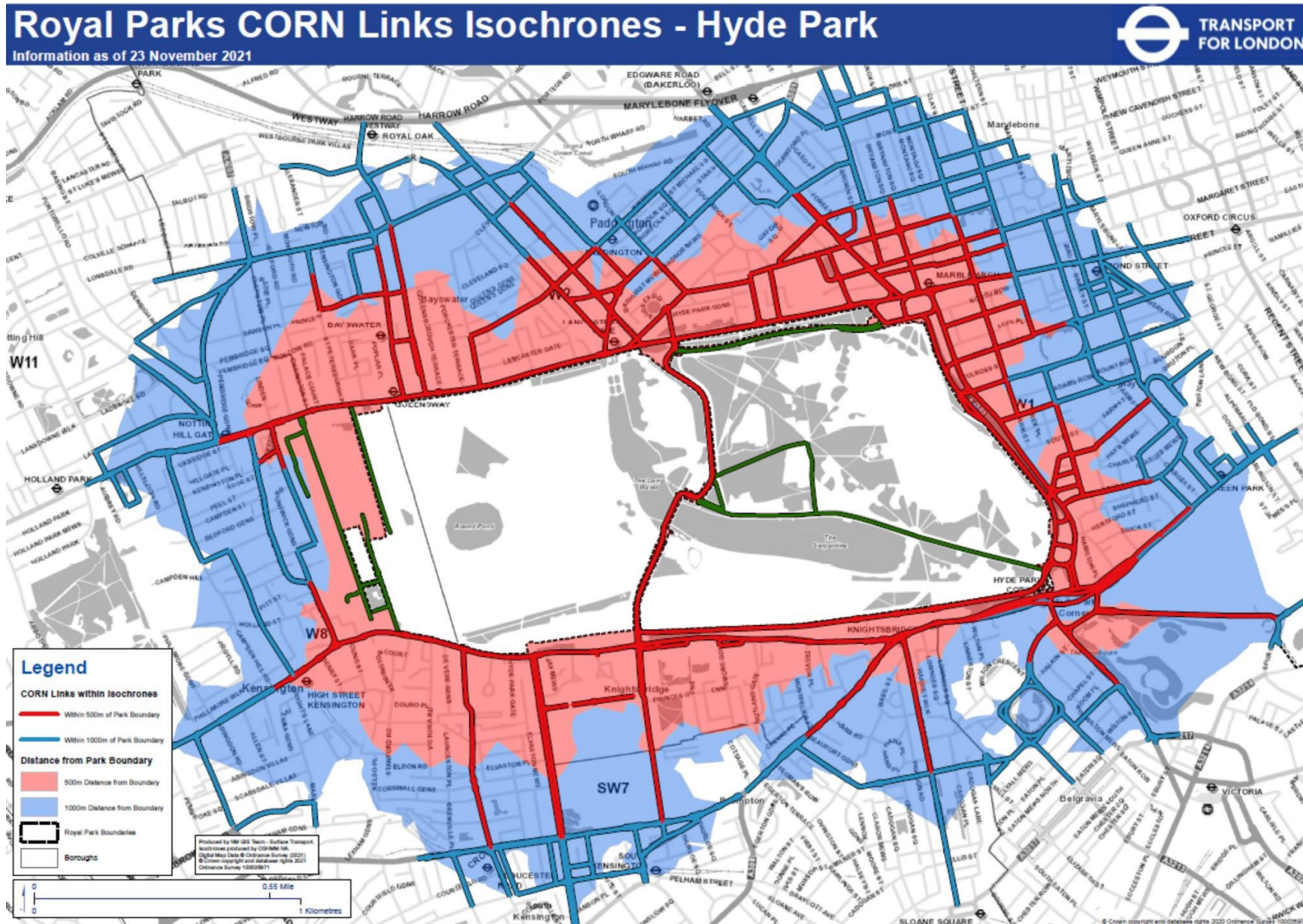
- Vehicle Journey Time data
- Bus Journey Time data
- Vehicle Volume data

### On-Park Traffic Data

- Manual Classified Traffic Counts (MCTC)

From the available traffic data, the impact of the movement Trial within the park has been assessed to understand changes in traffic flows, general traffic journey times along strategic routes and along key bus routes surrounding Hyde Park. Furthermore, the on-park traffic data has been used to understand the likely reduction in traffic within the park as a result of the trial implementation.

Figure 1.1 Hyde Park CORN Map





## 1.4 COVID-19 Impact & General Traffic Trends

In response to COVID-19 pandemic national lockdown restrictions were introduced in late March 2020, which included closure of schools, non-essential shops, working-from-home regulation. As a result of this, traffic volumes dropped to levels not seen since the 1960s.

Passenger capacity on TfL London Buses was significantly reduced to promote social distancing. This significantly reduced capacity and may have encouraged more people to undertake single occupancy vehicle journeys.

After a period of relaxation and reintroduction of the above restrictions during the rest of 2020 and beginning of 2021, it wasn't until May 2021 when most restrictions associated with people's movement were lifted. Since then, TfL have reported that traffic in London is back to +/- 3% of pre-COVID levels, with the exception of central London where traffic is still significantly lower than it was before the pandemic.

On this basis the analysis undertaken in this report seeks to present the recorded traffic flows / journey times in 2020 but has not looked to use this assess the change pre and post-trial. All numerical and percentage change figures presented through this report are based upon change between 2018/2019 and 2021, with 2020 numbers just presented for context.

## Recovery of the Highway Network (Text from TfL)

Following discussions with TfL with regard to the scope and methodology of this study, the following text was drafted by TfL on 18<sup>th</sup> March 2022 for incorporation in this report, with regard to general trends in the strategic road network:

*“Prior to understanding the full shape of the London traffic recovery from the pandemic the Royal Parks chose May 2021 as the month to compare traffic changes relative to a pre-pandemic baseline of May 2019. This follows industry practice where May is accepted to be a “neutral” month for the purposes of understanding year-on-year changes in traffic patterns, meaning it is not unduly influenced by seasonal influences such as holiday periods and adverse weather patterns.*

*The chart below [see **Figure 1.2**] shows the profile of the traffic flows on the roads TfL manages (TLRN) during the pandemic relative to a baseline of 2019/20. It illustrates the impact of the first 3 lockdowns, 1) 23 March 2020, 2) 5 November 2020, and 3) 5 January 2021, on overall traffic volumes. There was a large recovery in volumes through April 2021 as lockdown restrictions eased enabling the reopening of non-essential business and there was also a notable increase in volumes in mid-May when indoor hospitality re-opened, and at*

*this point traffic volumes were still down relative to their 2019 baseline by 5.6%*

*However, although overall traffic volumes were still down the associated journey times were showing a slightly different trend due to changes in travel patterns by road users. At the point of return to the network in May 2021, traffic volumes were very much more concentrated in the inter-peak (10:00 to 16:00) and PM peak (16:00 to 19:00) [...].”*

### Journey Time Change TfL Case Study (Richmond Park and TLRN) (May 2021 – Baseline 2019)

TfL have provided an example of the change in journey times in May 2021 for the vicinity of the largest Royal Park (Richmond Park) for the A205 within Richmond Borough, which shows that journey times were 7% up relative to the pre-pandemic baseline [see **Figure 1.3**].

For comparison, **Figure 1.4** shows the same trend for all of the TLRN, weekdays, in both directions. which shows an elevated journey time relative to the baseline of 2019.

*“On the TLRN, outside of May 2021, through to recent weeks, journey times stayed below the baseline, and this was what we would have*

expected to see given the relative trends in traffic flow data. Given this insight of journey times in May 2021 showing elevation related the drop in traffic flows, as the network adjusted to the new reality of coming out of lockdown points to the choice of May 2021, not being as representative of movement outside of pandemic, between lockdowns. This could not have been foreseen. It means that the results in the report should be treated as over-inflating the observed impact of policies, than would otherwise have been the case. If it is possible a good point of comparison to test this assumption would be to revisit the data for May 2022.

Network patterns have changed again outside of the 4<sup>th</sup> lockdown for Omicron and we are beginning to see elements of normality return to the network, although recent changes arising from increased fuel price rises in March 2022, suggest that traffic flows remain suppressed at about 5% less than baseline, and it may take several months before we can fully determine what the new normal on the road network will become. There is some evidence that traffic flows and their associated journey times will remain below their pre-pandemic level in a time frame of the next year or so.”

Figure 1.2 – Profile of traffic flows

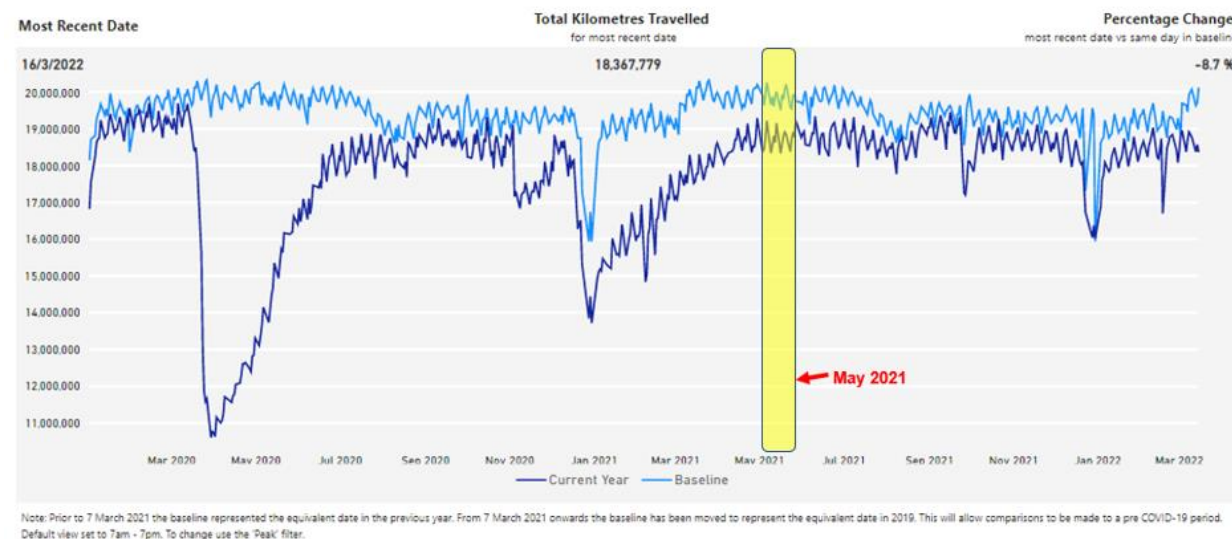


Figure 1.3: A205 Journey Time Trends (May 2021 – Baseline 2019)



Figure 1.4: TLRN Journey Time Trends (May 2021 – Baseline 2019)



Note: due to a PowerPoint error, the scale of the above graph requires updating. No changes to the conclusions drawn in this section are expected as a result of this, however TfL will be looking to update this.

## London-wide Traffic Trends

The latest 'Travel in London Report (Report 14)<sup>2</sup>' which collates data for the period up to November 2021, summarises trends and development relating to travel and transport in London, including disruption caused by the COVID-19 pandemic from March 2020 and London's early recovery during the latter part of 2021. This report shows the following key trends:

- By November 2021 the demand for public transport overall was around 70 per cent of pre-pandemic levels, while traffic on London's major roads was typically 95 percent of pre-pandemic levels. This indicates there has been a car-based recovery in transport activity across London.
- Weekend travel has recovered more strongly than weekdays.
- Relative to average overall demand levels, the recovery of the weekday commuter peak is lagging. It is thought that this primarily reflects the persistence, as of late 2021, of flexible working arrangements put in place during the pandemic.

- Active travel mode shares were notably higher during the pandemic. However, this took place in the context of overall reductions to activity, meaning absolute trip making overall by these modes remained close to, or below, pre-pandemic levels through much of 2020.
- By spring of 2021 however, there have been signs that absolute volumes of cyclists have begun to increase in certain parts of London. **Table 1.1** shows that Inner London (of which Hyde Park is part of) has seen a 4.6% increase in cycling volumes relative to pre-pandemic levels.

Table 1.1: Year-on-year change in cycling volume (TfL)

Year	Central London	Inner London	Outer London
2020	-24%	+7.5%	+24.4%
2021 (from 2019)	-16.4%	+4.6%	+19.9%

<sup>2</sup> [travel-in-london-report-14.pdf \(tfl.gov.uk\)](https://www.tfl.gov.uk/research-and-data-analysis/reports-and-publications/reports-and-publications-research-and-data-analysis/2021/11/14-travel-in-london-report-14)

## 1.5 Summary of Stakeholder Engagement

### Transport for London (TfL)

- Stantec contacted TfL on 15<sup>th</sup> November 2021 with regard to the scope and methodology of the study, requesting data and feedback
- An online meeting between Stantec and TfL was held on 15<sup>th</sup> November 2021 to agree on the format of data to be provided by TfL and methodology of the study.
- Further correspondence was exchanged with regard to the data request, and the full set of ATC/ vehicle journey/ bus journey time data was provided on 20<sup>th</sup> December 2021.
- No concerns were raised by TfL with regard to this trial, however some refinement of data previously provided by TfL was required, and an additional set of updated ATC/ vehicle journey/ bus journey time data was provided on Tuesday 1st March 2022.
- A further meeting took place on Monday 28th February 2022 to discuss and reach an agreement with regard to the methodology to analyse the revised set of data provided by TfL, presented in TRP's study.

### Westminster City Council (WCC)

- Stantec contacted WCC on 25<sup>th</sup> November 2021 regarding the scope and methodology of the study, requesting data and feedback.
- WCC replied on 30<sup>th</sup> November 2021 requesting clarification on a number of items.
- Further correspondence was exchanged regarding the updates on the data request, and data was provided by WCC on 23<sup>rd</sup> December 2021.
- A meeting between WCC/ TRP/ Stantec took place on 17<sup>th</sup> February 2022, to discuss the initial findings of the study. Following this, WCC provided additional information with regard to other local schemes in the area around Hyde Park, which may have had an impact on traffic reassignment.

### Royal Borough Kensington & Chelsea (RBKC)

- Stantec contacted RBKC on 25<sup>th</sup> November 2021 regarding the scope and methodology of the study, requesting data and feedback.
- Journey time data for two roads within RBKC was provided on 1st December.
- A further email was sent with regard to additional data and request for a meeting, however no response has been received.

## 1.6 Report Structure

This report is set out in the following structure:

- **Section 2:** Hyde Park
- **Section 3:** Off-Park Data Analysis
- **Section 4:** On-Park Data Analysis
- **Section 5:** Accident Analysis
- **Section 6:** Summary of Findings

## 2. Hyde Park

### 2.1 Overview

Hyde Park is situated within the City of Westminster. It is bound by residential and commercial development to the north and south, Park Lane to the east and Kensington Gardens to the west. A plan showing the location of the park within its surrounding area and access gates is shown in **Figure 2.1**.

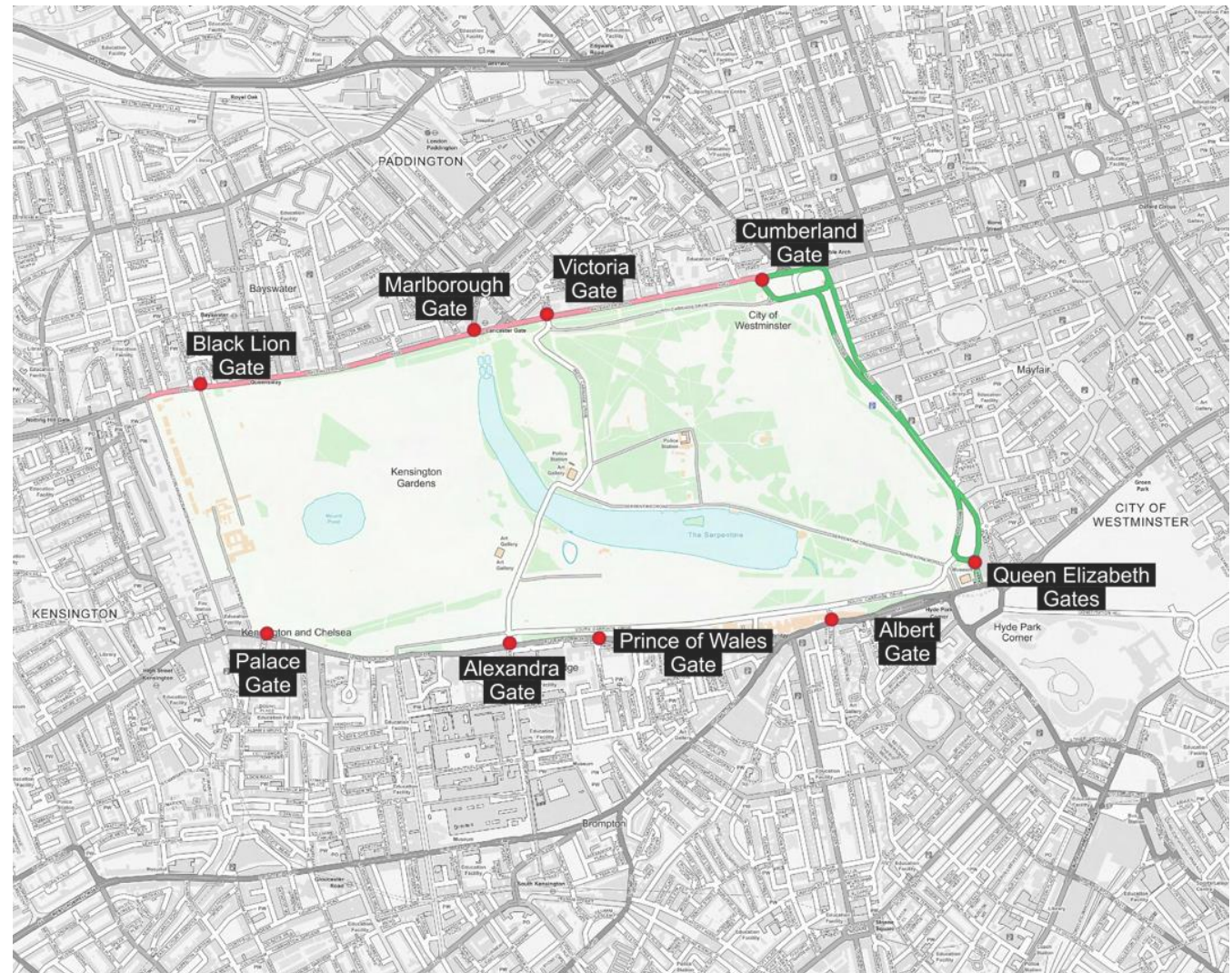
### 2.2 Accessibility to Park

Hyde Park can be easily accessed by means of public transport services, including railway, London Underground, and bus services.

Queen Elizabeth Gates, Alexandra Gate, Victoria Gate and Cumberland Gate shown in **Figure 2.1** provide vehicular, pedestrian and cycle access to the park. The other five gates shown in **Figure 2.1** provide pedestrian and cycle access only.

The key vehicular routes within the park are North Carriage Drive, South Carriage Drive and West Carriage Drive. Prior to the trial implementation, North Carriage Drive was closed to traffic for up to six months of the year due to the occurrence of events that take place in Hyde Park, whilst South Carriage Drive was closed to vehicle traffic every Sunday.

Figure 2.1: Hyde Park Site Location Plan



## 2.3 Hyde Park Movement Trial Scheme

The TRP introduced the following vehicle traffic restrictions at Hyde Park:

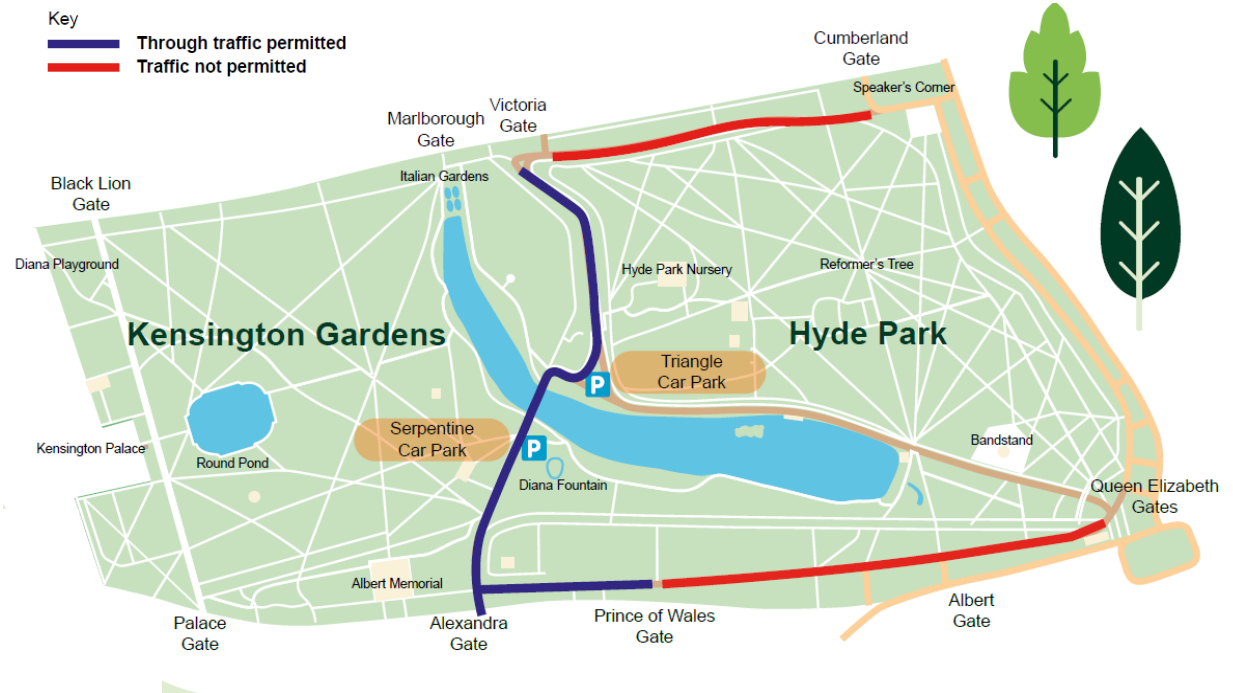
- The full-time closure of North Carriage Drive to vehicle traffic between Victoria gate and Cumberland Gate. The road prior to Trial was closed 6 months a year due to events, but for the remainder is open to traffic.
- The weekend closure of South Carriage Drive to vehicle traffic between Prince of Wales Gate and Queen Elizabeth Gates. Prior to the Trial the road was open 6 days a week and closed only on Sundays.

A plan showing the Hyde Park Trial Scheme is presented in **Figure 2.2** with further details of the Trial scheme outlined in the Royal Parks Movement Strategy document<sup>3</sup>

The start date of the Trial was the 15<sup>th</sup> August 2020 and initially planned be in place for 6-months however in February 2021 an extension to the trial was agreed as a result of the COVID-19 pandemic. On this basis the Trial scheme is still in place at the time of publishing this report.

TRP's intention is to make a decision with regard to the current trial scheme as a permanent feature, based on the data analysis and findings presented in this report.

Figure 2.2: Hyde Park Trial Scheme Plan



<sup>3</sup> [MovementFactSheet\\_Hyde.pdf \(royalparcs.org.uk\)](#)

## 2.4 Other Local Schemes

In addition to the Hyde Park Trial scheme, other local schemes have been introduced in the area around the park. Local schemes that may have had an impact on local traffic are illustrated in **Figure 2.3** overleaf and outlined below:

- **New developments and refurbishments:** a number of new developments have been undergoing construction during the period when traffic surveys were undertaken. These include the Nova Project, 8-10 Broadways. Public realm improvements have also been taken place since January 2022 at the Oxford Street District (OSD) Grosvenor Square.
- **Hostile Vehicle Mitigation (HVM) Measures:** following terrorist attacks in London in 2019, HVM measures were implemented in different locations in London including Bridge Street and Buckingham Gate where the changing of the Guard takes place.
- **New cycleways:** a number of cycleways have been introduced or are planned to be implemented around Hyde Park. Particularly:
  - Park Lane Cycle Lane: a new cycle lane was introduced along Park Lane between Park Lane roundabout and Mount Street,

in line with the Mayor's strategy to rapidly expand London's cycling network. It is understood that works associated with these and reduction of the carriageway to two lanes have caused disruptions to local traffic.

- Q88/C40 Fitzrovia to Pimlico, with works planned to start in Autumn 2022.
- Q7/C43 Hyde Park to Fitzrovia, with works planned to start in Summer 2022.
- **Oxford Street Phase 2:** an experimental traffic order to close Oxford Street to the east of Oxford Circus as far as Great Portland Street, and to the west as far as John Princess Street, was implemented by Westminster Council in July 2021.
- **Bridge closures:** a number of works have been taking place along the river Thames near Hyde Park, which are likely to have an impact on traffic and reassignment of vehicles, these are:
  - Lambeth Bridge North Mitigation Measures: works at Lambeth Bridge to make the bridge safer for walking and cycling. Construction work will remove both roundabouts, converting them into crossroad junctions, with traffic signals and signalised pedestrian crossings. At each junction, dedicated space will be given for people cycling and wider

footways will create more space for people walking.

- Westminster Bridge Intermittent Closures: a number of bridges in Central London have undergone intermittent closures associated with police concerns regarded unattended packages, one of these being Westminster Bridge.
- Vauxhall Bridge Closures: in August 2020, this bridge was closed for approximately 17 weeks to repair its structure.

## 2.5 Summary

It is expected that together with the trial scheme at Hyde Park, other local schemes and the COVID-19 pandemic may have impacted traffic in and around the parks, particularly those that are expected to have had the greatest impact around Hyde Park are:

- Park Lane new cycle lane and associated roadworks and reduction of carriageway width.
- Bridge closures are also expected to have had a significant impact on reassignment of traffic.

Figure 2.3 – Other Local Schemes Plan





### 3. Off-Park Data Analysis

#### 3.1 Overview

To assess the impact of the scheme on the surrounding road network to Hyde Park, off-park data has been obtained from TfL which included the following data types:

- Vehicle Journey Time data
- Bus Journey Time data
- Vehicle Volume data

The analysis undertaken seeks to assess the change in journey time or volume on key highway links pre and post implementation of the Movement Trial within the park. It should be read in the context of the traffic environment (see Section 1.4) and other local schemes (see Section 2.4)

#### 3.2 Methodology

The off-park data analysed in this report uses May 2019 as the ‘Pre-Trial Year’ and May 2021 as the ‘Post-Trial Year’. May has been selected as the assessment month as it generally

considered to be a neutral month with respect to commuter traffic. Furthermore, as shown in **Figure 3.1** due to the COVID-19 Pandemic, data between March 2020 and April 2021 could not be used due to atypical travel conditions were present associated with travel restrictions. In May 2021, the UK Government announced the easing of most lockdown restrictions, therefore operation of the road network is likely to more representative of pre-pandemic travel behaviour.

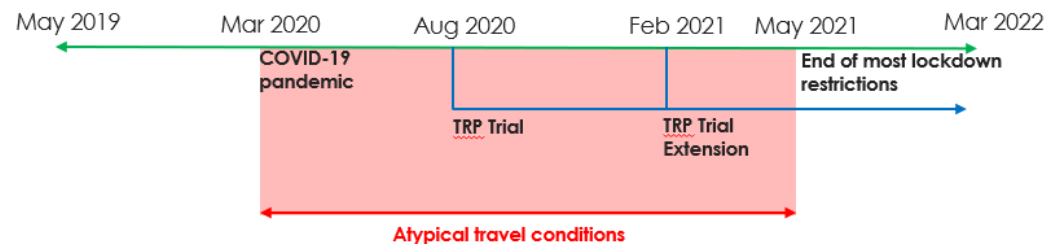
Analysis of August data has also been undertaken alongside May as August is one of the peak periods for visitors to the Royal Parks, however it should be noted that travel patterns may not be as representative of typical travel conditions due to school summer holidays and associated lower levels of daily commuters. Where relevant, brief commentary of the August results have been provided within this report

with supplementary detailed analysis provided in the appendices.

For the off-park datasets, analysis has been undertaken for both Weekday and Weekend periods. The analysis of the Weekday includes the data recorded for Tuesday, Wednesday and Thursday and excludes data for Monday and Friday as Tuesday through Thursday are considered to be more representative of a ‘neutral’ weekday whereas Monday and Friday often exhibit different travel behaviour especially for AM and PM commuter traffic. This is in line with guidance prescribed by the Department for Transport on paragraphs 3.3.6 and 3.3.7 of TAG Unit M1.2<sup>4</sup>.

The Weekend analysis has been undertaken for both Saturday and Sunday with the results for each presented separately.

Figure 3.1: Timeline of Travel Conditions



<sup>4</sup> TAG unit M1-2 data sources and surveys - GOV.UK ([www.gov.uk](http://www.gov.uk))

For the Weekday data an AM, PM and Daily period have been assessed, and for the Weekend data an Inter Peak (IP) and Daily period. Each time period covers the following hours:

- **AM:** 07:00-10:00 (3 hours)
- **IP:** 10:00-16:00 (6 hours)
- **PM:** 16:00-19:00 (3 hours)
- **Daily:** 07:00-19:00 (12 hours)

Analysis of the AM, IP and PM time periods are provided in the following formats:

#### Vehicle and Bus Journey time

1. Hourly average of the journey time provided in seconds per kilometre (secs/km).
2. Hourly average of the journey time provided in seconds across the whole route (secs/route).
3. Percentage change (%).

#### Vehicle Volume

1. Change in number of vehicles (no. of vehicles)
2. Percentage change (%).

The analysis of the vehicle and bus journey time data provides an hourly average across the total 12 hour time period for the Daily time period. For the vehicle volume data however, the Daily time period is rather a total traffic flow across the 12 hour period to give an understanding of the total number of vehicles throughout the day.

The percentage change between 2019 and 2021 recorded for each of the datasets has been assigned a classification of impact to highlight where changes have occurred. The following scale has been applied:

- Decrease – **Green**
- 0% to 15% increase – **Light Blue**
- 15% to 30% increase – **Medium Blue**
- Greater than 30% increase – **Dark Blue**

Within the report, comparison summary tables with the percentage change between the Pre and Post-Trial year is provided as well as summary of the key findings of the results.

Further analysis tables which include the recorded raw journey times (secs/km and secs/route), and vehicle flow (no. of vehicles) are provided the following appendices:

- **Appendix A:** *Hyde Park Reassignment Routes (from TfL's CORN Map)*
- **Appendix B:** *Detailed vehicle Journey Time Analysis (May)*
- **Appendix C:** *Detailed vehicle Journey Time Analysis (August)*
- **Appendix D:** *Detailed Bus Journey Time Analysis (May)*
- **Appendix E:** *Detailed Bus Journey Time Analysis (August)*
- **Appendix F:** *Detailed Vehicle Volume Analysis*

Within the further analysis, data from 2020 is also provided (where available) for context but has not been used in the analysis due to significant changes in travel behaviours due to the COVID-19 Pandemic.

### 3.3 Vehicle Journey Time Data

#### Overview

The impact of the Hyde Park Movement Trial on journey times for general traffic surrounding the park has been assessed using vehicle journey time data obtained from TfL. It should be read in the context of the traffic environment (see Section 1.4) and other local schemes (see Section 2.4).

The vehicle journey time data is extracted from TfL's INRIX database; this combines an anonymous, real-time GPS probe data from over 60 different providers. This data is then assigned to TfL's Common Operational Road Network (CORN). This network comprises of small road links which usually run between intersections.

TfL have provided journey time data for their CORN for links within a 1km radius of the Hyde Park.

#### Methodology

11 journey time routes have been identified from the available data of which each route is made up of multiple links within the CORN. These include four primary routes which cover the perimeter of the park, and seven additional secondary routes which include highway links that provide connection from park gates to the strategic road network.

A map illustrating the location of each of the ten vehicle journey time routes included in this assessment is shown in **Figure 3.2**.

For each of the 11 routes assessed, the average vehicular journey time in seconds per kilometre (secs/km), seconds across the whole route (secs/route) and percentage change (%) has been calculated by direction and time period.

Analysis of the vehicle journey times for the month of May is presented within this section with the associated comparison tables and a summary of the findings. Detailed analysis tables including journey time data for the full length of each link, are presented in **Appendix B**.

A high-level summary of the August results are also provided within this section with the detailed comparison tables presented in **Appendix C**.

Figure 3.2: Vehicle Journey Time Routes Study Area

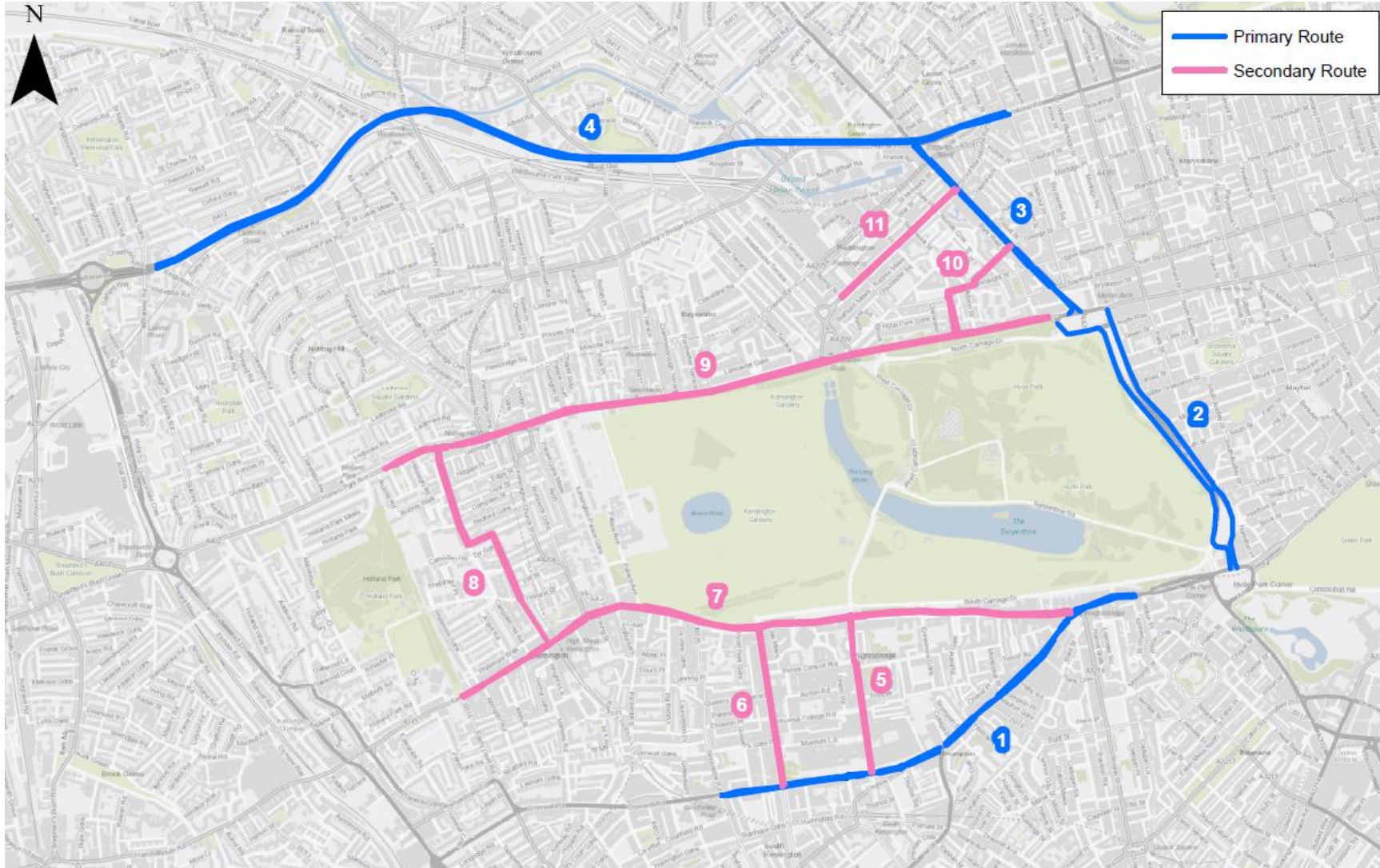


Table 3.1: Vehicle Journey Time 2019 to 2021 Comparison  
Summary (May Weekday)

Vehicle Journey Time Summary - May Weekday (Average Hour)								
Journey Time Route No.	Location	Direction	Average Hour AM (07:00-10:00)		Average Hour PM (16:00-19:00)		Average Hour Daily (07:00-19:00)	
			2019 (secs/km)	Change to 2021 (%)	2019 (secs/km)	Change to 2021 (%)	2019 (secs/km)	Change to 2021 (%)
1	Brompton Road	EB	263	5%	312	-3%	296	0%
		WB	223	-11%	298	1%	270	-9%
2	Park Lane	NB	152	39%	174	54%	164	47%
		SB	161	4%	244	-29%	218	-22%
3	Edgware Road	NB	222	1%	300	-7%	268	-6%
		SB	305	-16%	287	-3%	289	-7%
4	Westway	EB	225	-7%	164	-30%	187	-17%
		WB	69	12%	90	-14%	78	0%
5	Exhibition Road	NB	220	-17%	242	-17%	236	-17%
		SB	182	-6%	209	-11%	205	-11%
6	Queen's Gate	NB	173	-19%	169	-10%	171	-13%
		SB	190	-23%	208	-26%	205	-24%
7	Kensington Gore	EB	245	-15%	244	-12%	253	-14%
		WB	191	-7%	252	-6%	229	-8%
8	Kensington Church Street (A4204)	NB	141	9%	146	5%	164	-5%
		WB	217	18%	188	-2%	205	9%
9	Bayswater Road	EB	252	-5%	227	-6%	235	-2%
		WB	184	-7%	228	-15%	210	-11%
10	Hyde Park Street / Connaught Street / Kendal Street	EB	185	-1%	220	-1%	205	-2%
		WB	196	-3%	213	0%	204	-1%
11	Sussex Gardens	EB	176	-11%	188	-9%	182	-8%
		WB	210	-5%	234	-6%	221	-5%

Prior to the trial, North Carriage Drive was closed to traffic up to six months a year due to the occurrence of events that take place in Hyde Park.

## Summary of Results – May Weekday

**Table 3.1** provides the May 2019 (pre-trial) to May 2021 (post-trial) vehicle journey time comparisons during the weekday. The table presents the recorded journey time of the route in 2019 (secs/km) and the percentage (%) change to 2021.

It should be noted that prior to the trial, North Carriage Drive (NCD) was closed to traffic up to six months a year due to the occurrence of events that take place in Hyde Park. Therefore, weekday traffic changes associated with the trial are more likely to be related to other factors (see Sections 1.4 and 2.4).

A summary of the recorded results is provided below.

### Weekday AM

- Majority of links recorded a decrease in journey time with an average change of -3% across all routes with a range of between -23% to +39%.
- Largest decrease recorded at Queen's Gate SB [6] of -44 secs/km (-30 secs/route, 23%).
- Largest increases were recorded at the following:
  - Park Lane NB [2] of +60 secs/km (+87 secs/route, +39%).
  - Kensington Church Street WB [8] of +40 secs/km (+42 secs/route, +18%).

### Weekday PM

- Majority of links recorded a decrease in journey time with a recorded average change -7% across all routes with a range of between -30% to +54%.
- Largest decrease recorded on Westway EB [4] of -50 secs/km (-194 secs/route, -30%).
- Largest increase recorded on Park Lane NB [2] of +95 secs/km (+137 secs/route, +54%).

### Weekday Daily (Average Hour)

- Majority of links recorded a decrease in journey time with a recorded average change -6% across all routes with a range of between -24% to +47%.
- Largest decrease recorded on Queen's Gate SB [6] of -50 secs/km (-24%).
- Largest was recorded on Park Lane NB [2] of +78 secs/km (+112 secs/route, +47%).

### Summary Statement

The majority of the links recorded a decrease in journey times during the weekday periods (May 2019 and May 2021). Average change across all three time periods recorded reduction ranging between -3% to -7%. Prior to the trial, North Carriage Drive was closed to traffic up to six months a year.

The largest increases were recorded on Park Lane NB (to the east of Hyde Park), across the weekday. The new TfL 'Park Lane Cycle Scheme' was implemented in May 2020 which may be linked to the changes recorded (see *Section 2.4* for further details on Park Lane Cycle scheme).

Table 3.2: Vehicle Journey Time 2019 to 2021 Comparison  
Summary (May Weekend)

Vehicle Journey Time Summary - May Weekend (Average Hour)										
Journey Time Route No.	Location	Direction	Saturday				Sunday			
			Average Hour IP (10:00-16:00)		Average Hour Daily (07:00-19:00)		Average Hour IP (10:00-16:00)		Average Hour Daily (07:00-19:00)	
			2019 (secs/km)	Change to 2021 (%)	2019 (secs/km)	Change to 2021 (%)	2019 (secs/km)	Change to 2021 (%)	2019 (secs/km)	Change to 2021 (%)
1	Brompton Road	EB	232	20%	221	15%	239	14%	220	8%
		WB	240	-7%	220	-4%	239	-11%	220	-9%
2	Park Lane	NB	162	20%	153	25%	152	18%	144	18%
		SB	169	-4%	162	1%	155	2%	147	3%
3	Edgeware Road	NB	222	3%	211	4%	209	3%	208	5%
		SB	255	11%	243	2%	243	6%	229	10%
4	Westway	EB	119	-14%	114	-12%	129	-19%	109	-13%
		WB	67	8%	66	8%	64	6%	63	5%
5	Exhibition Road	NB	213	-6%	201	-6%	203	-6%	190	-6%
		SB	186	-1%	182	-3%	190	-5%	178	-4%
6	Queen's Gate	NB	139	-1%	137	-1%	140	-2%	134	-1%
		SB	156	-10%	150	-10%	143	-7%	140	-7%
7	Kensington Gore	EB	199	-4%	183	-4%	204	-4%	184	-5%
		WB	194	-1%	178	-2%	192	-6%	175	-4%
8	Kensington Church Street (A4204)	NB	198	-30%	199	-42%	221	-52%	217	-54%
		WB	179	2%	177	-2%	172	0%	171	-1%
9	Bayswater Road	EB	200	-5%	189	-7%	204	-10%	186	-6%
		WB	181	-5%	169	-6%	178	-8%	167	-6%
10	Hyde Park Street / Connaught Street / Kendal Street	EB	183	-3%	181	-2%	179	-1%	179	0%
		WB	195	0%	192	0%	189	-1%	187	0%
11	Sussex Gardens	EB	161	-4%	156	-5%	159	-5%	157	-5%
		WB	194	-6%	182	-1%	178	-1%	170	-1%

Prior to the trial, South Carriage Drive was closed to traffic on Sundays, and North Carriage Drive was closed to traffic up to six months a year due to the occurrence of events that take place in Hyde Park.

## Summary of Results - May Weekend

**Table 3.2** provides the May 2019 (pre-trial) to May 2021 (post-trial) vehicle journey time comparisons during the weekend.

It should be noted that, prior to the trial, South Carriage Drive (SCD) was closed to traffic on Sundays. Therefore, weekend traffic changes associated with the trial are more likely to be related to other factors (see Sections 1.4 and 2.4).

A summary of recorded results is provided below.

### Saturday & Sunday IP

- Majority of links recorded a decrease in journey time with an average change of -2% on a Saturday and -4% on a Sunday across all routes.
- Level of change ranging between -30% to +20% on a Saturday, and between -52% to +18% on a Sunday.
- Largest decrease recorded on Kensington Church Street NB [8] of:
  - -58 secs/km (-49 secs/route, -30%) on Saturday.
  - -115 secs/km (-98 secs/route, -52%) on Sunday.

- Largest increases were recorded at the following locations:
  - +32 secs/km (+47 secs/route, +20%) at Park Lane NB [2] on Saturday.
  - +28 secs/km (+40 secs/route, +18%) at Park Lane NB [2] on Sunday.
  - +47 secs/km (+97 secs/route, +20%) at Brompton Road EB [1] on Saturday.
  - +34 secs/km (+40 secs/route, +14%) at Brompton Road EB [1] on Sunday.

### Saturday & Sunday Daily (Average Hour)

- Majority of links recorded a decrease in journey time with an average change -2% on a Saturday and -3% on a Sunday across all routes.
- Level of change ranging between -42% to +25% on a Saturday, and between -54% to +18% on a Sunday.
- The largest decrease recorded on Kensington Church Street NB [8] of:
  - -84 secs/km (-71 secs/route, -42%) on Saturday.
  - -117 secs/km (-99 secs/route, -54%) on Sunday.

- Largest increases were recorded at Park Lane NB [2] of:
    - +38 secs/km (+55 secs/route, +25%) on Saturday.
- +26 secs/km

### Summary Statement

The majority of the links recorded a decrease in journey times during the weekend periods. Average change across the weekend time periods recorded reduction ranging between -2% to -4%.

The largest Increases were recorded on Park Lane NB (to the east of Hyde Park), across the whole weekend. The new TfL 'Park Lane Cycle Scheme' was implemented in May 2020 which may be linked to the changes recorded (see *Section 2.4* for further details on Park Lane). The increases recorded on the weekend were less than the weekday.

The results indicated similar levels of changes across both Saturday and Sunday. The closure of SCD was already in place on Sundays prior to the Trial, therefore the increase in traffic may be related to other external factors.



## Summary of Results – August

A high-level summary of August 2019 (pre-trial) to August 2021 (post-trial) vehicle journey time comparisons for both the weekday and weekend is provided below.

As mentioned previously, prior to the trial, North Carriage Drive (NCD) was closed to traffic up to six months a year due to the occurrence of events that take place in Hyde Park. Therefore, weekday traffic changes associated with the trial are more likely to be related to other factors (see Sections 1.4 and 2.4).

### Weekday

- Majority of links recorded a decrease in journey time in each of the three time periods (AM, PM & Daily). The average change and range for each time period is as follows:
  - AM recorded an average change of -7% and range of between -56% to +24%.
  - PM recorded an average change of -11% and range of between -57% to +23%.
  - Daily recorded an average change of -8% and range of between -49% to +25%.

- Largest decreases were recorded at Kensington Church Street NB [8] of:
  - -156 secs/km (-132 secs/route, -56%) in the AM
  - -150 secs/km (-127 secs/route, -57%) in the PM.
  - -136 secs/km (-115 secs/route, -49%) in the Daily.
- Largest increases were recorded at the following
  - Park Lane NB [2] recorded +37 secs/km (+33 secs/route, +24%) in the AM,
  - Kensington Church Street SB [8] recorded +31 secs/km (+33 secs/route +16%).

### Weekend

- Majority of links recorded a decrease in journey time across the weekend in both time periods (IP & Daily). The average change and range for each is as follows:
  - Saturday IP recorded an average change of -3% and range of between -41% to +28%.
  - Sunday IP recorded an average change -6% and range of between -44% to +14%.
  - Saturday Daily recorded an average change of -5% and range of between -40% to +20%.
  - Sunday Daily recorded an average change of -7% and range of between -41% to +1%.

- Largest decreases across the weekend were recorded at Kensington Church Street NB [8] which recorded between -44% to -40% reduction in journey time. Largest decrease was in the Saturday IP of -60 secs/km (-71 secs/km, -44%).
- Largest increases were at Park Lane NB [2] which recorded the following:
  - Saturday IP recorded +46 secs/km (+67 secs/route, +28%)
  - Sunday IP recorded +23 secs/km (+33 secs/route, +14%)
  - Saturday Daily recorded +32 secs/km (+47 secs/route, +20%)
- The increase at Park Lane NB [2] across the Sunday Daily profile was smaller and recorded an increase of just +1 secs/km (2 secs/route, +1%).

### Summary Statement

The majority of the links recorded a decrease in journey times across both weekday and weekend in August. All average change recorded reduction in journey times. A reduction in average journey time was recorded across all links.

The largest increases were recorded on Park Lane NB (to the east of Hyde Park). The new TfL 'Park Lane Cycle Scheme' was implemented in May 2020 which may be linked to the changes recorded (see *Section 2.4* for further details on Park Lane). The increases recorded on the weekend were less than the weekday.

### 3.4 Bus Journey Time Data

#### Overview

The impact of the Hyde Park Movement Trial on journey times for general traffic surrounding the park has been assessed using bus journey time data obtained from TfL. It should be read in the context of the traffic environment (see Section 1.4) and other local schemes (see Section 2.4).

The bus journey time data captures the 'travel time' and 'dwell time' of bus services from one bus stop to another along a specified bus route.

TfL provided data for bus services included on their CORN within 1km radius of Hyde Park.

#### Methodology

25 bus services were identified which routes pass via the perimeter road network of the park. From these selected bus services, a small section of the bus route has been analysed which is made up of multiple 'bus stop to bus stop' links.

A map illustrating the location and length of the seven bus services used in this assessment is shown in **Figure 3.3**.

For the purpose of this assessment, all analysis undertaken accounts for travel time only and does not include the dwell time. This decision was made as there are a number of external factors that can affect the dwell time of buses which are likely to be unrelated to the Hyde Park movement trial.

For example, although lockdown restrictions were not in place in May/August 2021, due to the contagious nature of the virus, the levels of public transport usage recorded in 2021 are lower than pre-COVID times. The changes in bus patronage effects the dwell time due to the time taken to board the bus at each stop.

For each link, the average bus travel time in seconds per kilometre (secs/km) has been calculated for the section of each bus service shown in **Figure 3.3** by direction and for each time period.

Analysis of the bus journey times for the month of May is within this section with the associated comparison tables and a summary of the findings. Detailed analysis tables with for the May assessment including journey times for the full length of each bus route analysed, are presented in **Appendix D**.

A high-level summary of the August results are also provided within this section with the detailed comparison tables presented in **Appendix E**.

Figure 3.3: Hyde Park Bus Services Study Area (Bus Routes 2 – 27)

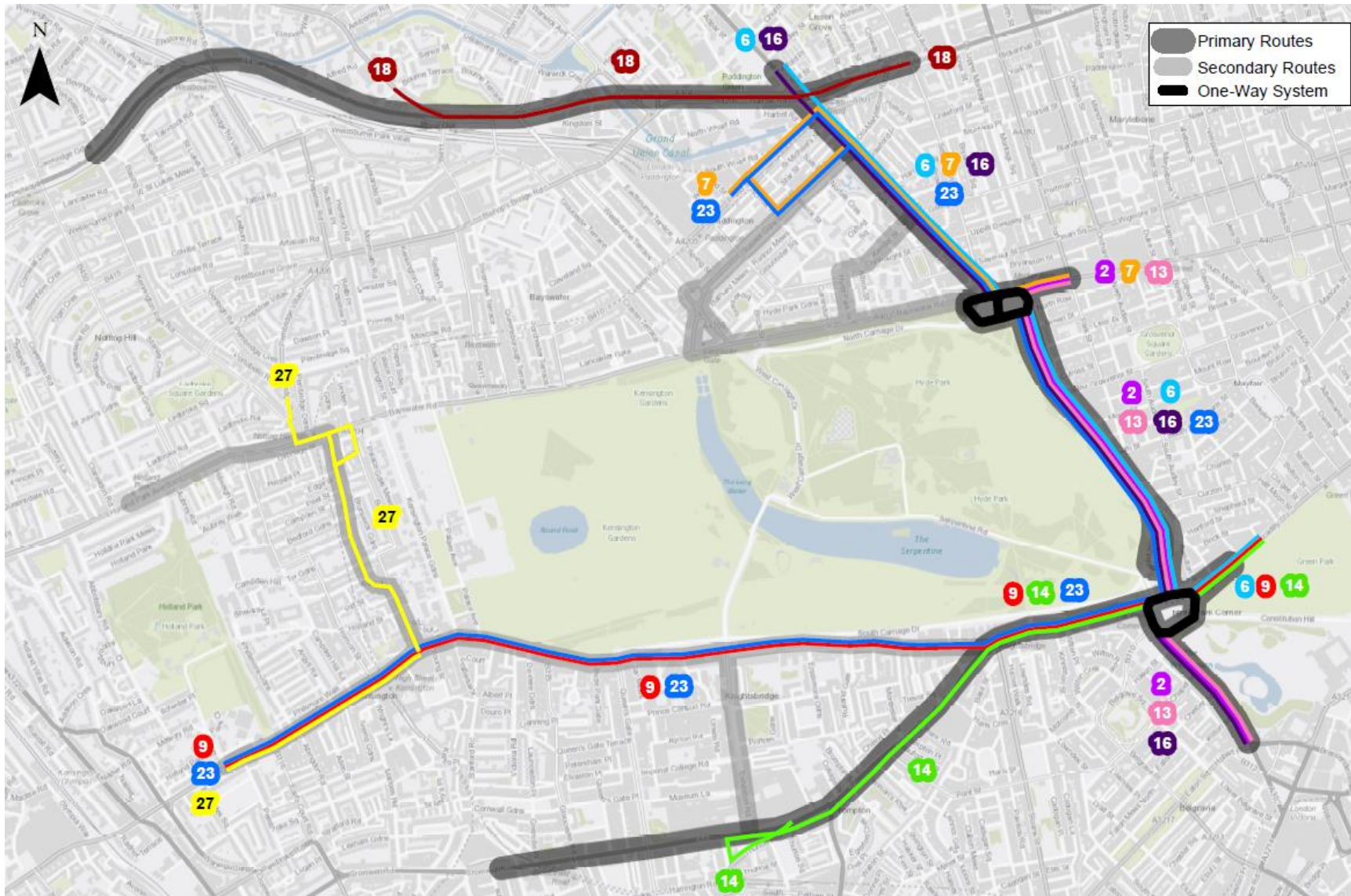


Figure 3.4: Hyde Park Bus Services Study Area (Bus Routes 28 – 148)

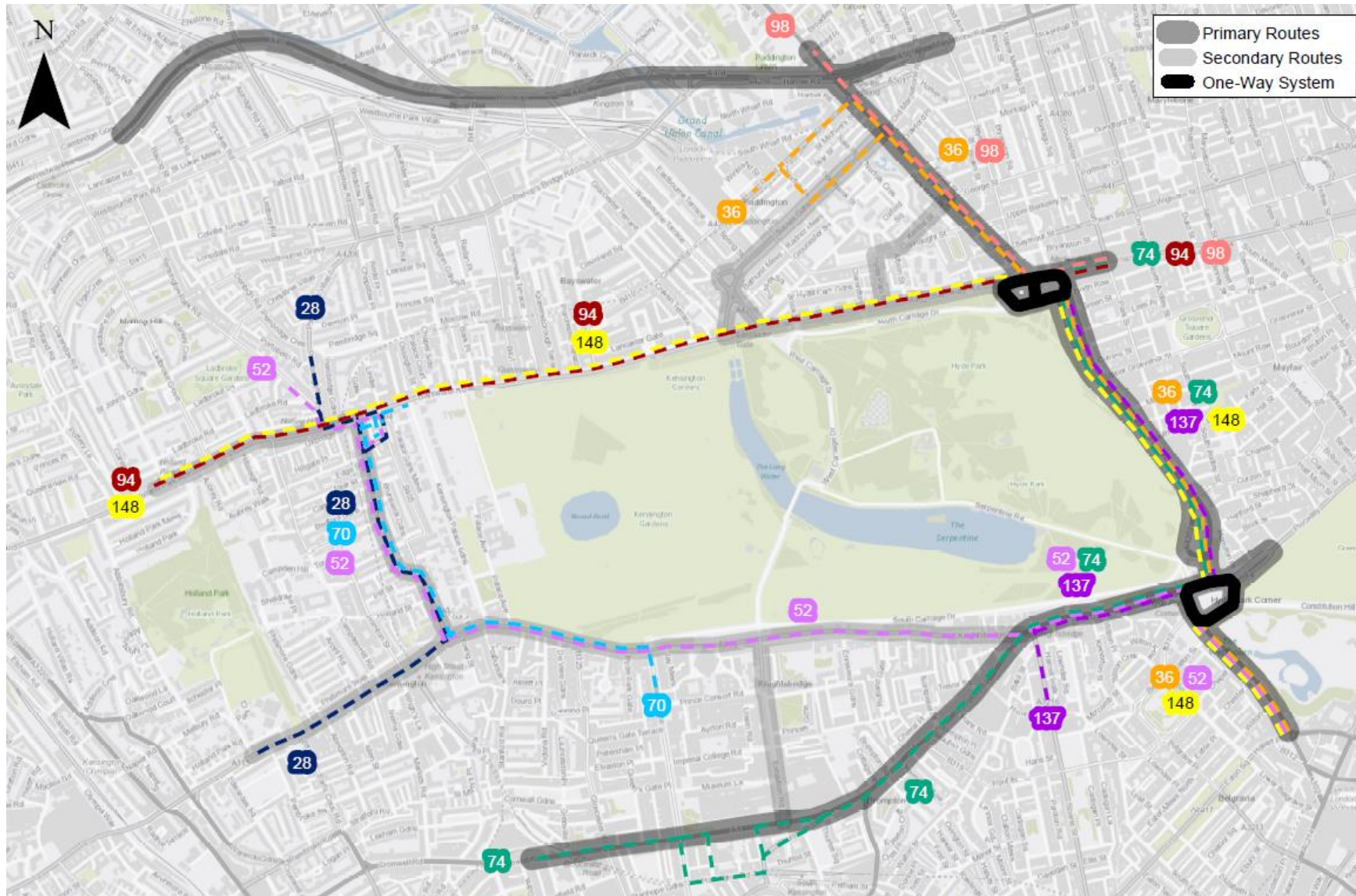


Figure 3.5: Hyde Park Bus Services Study Area (Bus Routes 274 – 452)

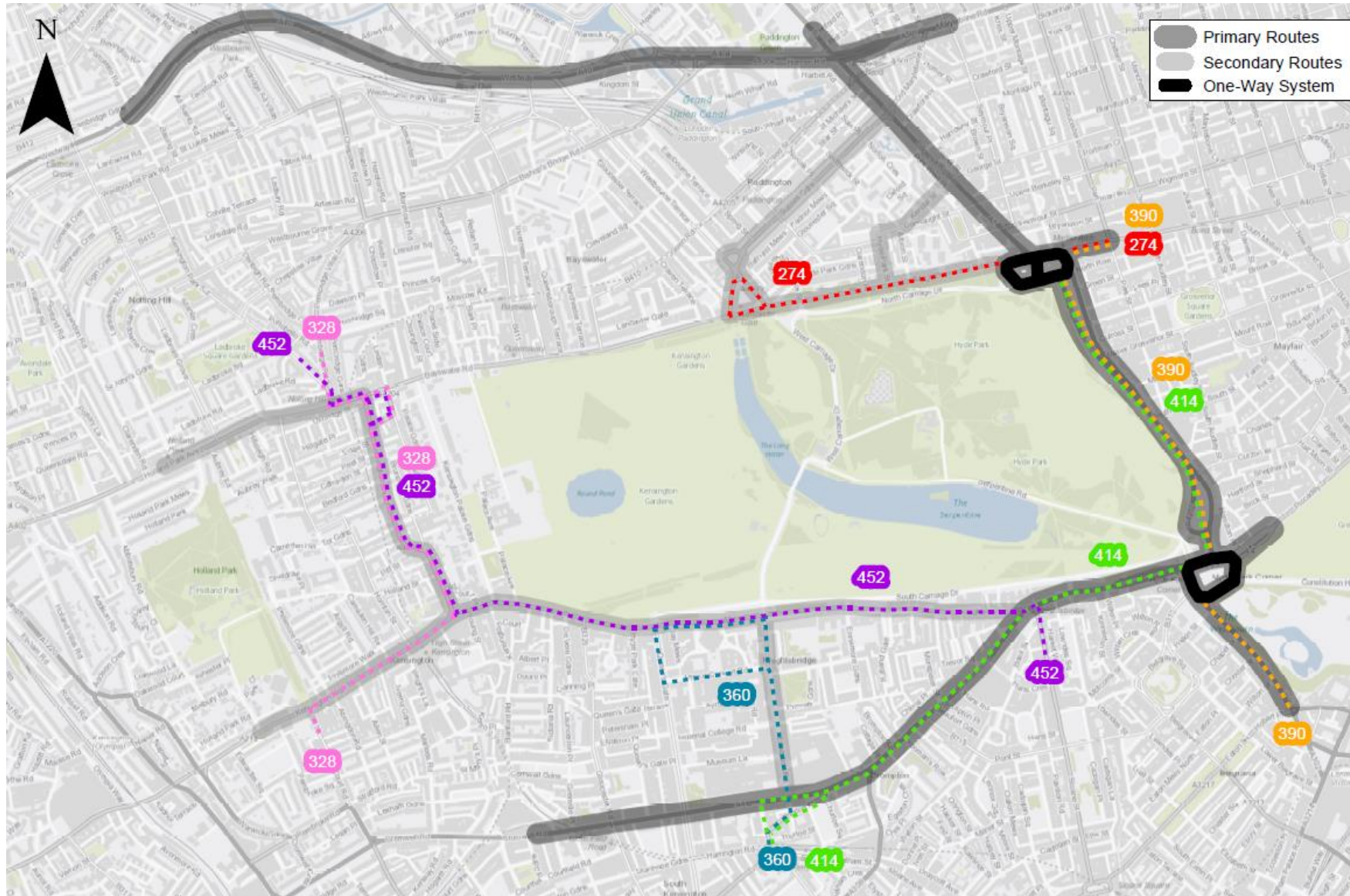


Table 3.3: Bus Journey Time 2019 to 2021 Comparison  
Summary (May Weekday – Bus Routes 2-27)

Bus Journey Time Summary - May Weekday (pt. 1 of 3)											Associated VJTR
Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Hour AM (07:00-10:00)		Average Hour PM (16:00-19:00)		Average Hour Daily (07:00-19:00)		
					2019 (secs/km)	Change to 2021 (%)	2019 (secs/km)	Change to 2021 (%)	2019 (secs/km)	Change to 2021 (%)	
2	Grosvenor Place	Marble Arch Station	2.0	NB	222	9%	241	26%	231	17%	2
	Marble Arch Station	Grosvenor Place	1.8	SB	188	-4%	240	-26%	223	-20%	
6	Piccadilly	Edgware Road Station	3.2	NB	222	4%	259	5%	243	3%	2 & 3
	Edgware Road Station	Piccadilly	2.7	SB	250	-7%	265	-10%	262	-10%	
7	Marble Arch Station	St Marys Hospital	1.7	NB	242	-5%	281	-9%	263	-7%	3 & 11
	St Marys Hospital	Marble Arch Station	1.4	SB	284	-11%	271	5%	275	0%	
9	Earls Court Rd	Piccadilly	3.8	EB	266	10%	283	13%	281	11%	1 & 7
	Piccadilly	Earls Court Rd	3.9	WB	252	-2%	299	4%	283	1%	
13	Grosvenor Place	Marble Arch Station	1.4	NB	195	12%	210	37%	200	23%	2
	Marble Arch Station	Grosvenor Place	1.8	SB	190	-3%	239	-26%	223	-19%	
14	South Kensington Station	Piccadilly	2.3	EB	325	5%	351	25%	343	15%	1
	Piccadilly	South Kensington Station	2.4	WB	285	-2%	337	-1%	326	-3%	
16	Grosvenor Place	Edgware Road Station	2.9	NB	217	8%	252	15%	236	9%	2 & 3
	Edgware Road Station	Grosvenor Place	3.2	SB	243	-5%	260	-11%	256	-10%	
18	Harrow Road	Marylebone Station	2.2	EB	252	-12%	230	-12%	235	-10%	4
	Marylebone Station	Harrow Road	2.3	WB	187	-6%	199	-9%	192	-7%	
23	Earls Court Rd	St Marys Hospital	6.3	NB	251	6%	281	6%	270	6%	2, 3 & 11
	St Marys Hospital	Earls Court Rd	6.4	SB	253	-4%	299	0%	282	-3%	
27	Earls Court Rd	Pembridge Rd	1.9	NB	291	1%	290	4%	298	3%	7 & 8
	Pembridge Rd	Earls Court Rd	1.9	SB	329	-4%	311	4%	323	2%	

Prior to the trial, North Carriage Drive was closed to traffic up to six months a year due to the occurrence of events that take place in Hyde Park.

Table 3.4: Bus Journey Time 2019 to 2021 Comparison  
Summary (May Weekday – Bus Routes 28-148)

Bus Journey Time Summary - May Weekday (pt. 2 of 3)											Associated VJTR
Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Hour AM (07:00-10:00)		Average Hour PM (16:00-19:00)		Average Hour Daily (07:00-19:00)		
					2019 (secs/km)	Change to 2021 (%)	2019 (secs/km)	Change to 2021 (%)	2019 (secs/km)	Change to 2021 (%)	
28	Nottinghill Gate	Queens Gate	1.9	NB	307	-1%	298	1%	309	1%	7 & 8
	Marloes Rd	Marble Arch Station	1.9	SB	333	-6%	325	-1%	334	-2%	
36	Marble Arch Station	Marloes Rd	3.0	NB	221	4%	245	12%	232	7%	2, 3 & 11
	Ladbroke Grove	Marble Arch Station	3.3	SB	245	-31%	265	-34%	258	-33%	
52	Marble Arch Station	Ladbroke Grove	4.7	EB	266	10%	273	11%	275	11%	1, 7 & 8
	Marble Arch Station	Edgware Rd Station	4.1	WB	249	3%	285	14%	274	8%	
70	Edgware Rd Station	Marble Arch Station	1.8	NB	237	-3%	322	13%	292	2%	7 & 8
	Sloane St	Marble Arch Station	2.1	SB	299	-14%	291	-11%	300	-12%	
74	Marble Arch Station	Sloane St	4.8	EB	277	6%	290	15%	287	10%	1 & 2
	Ladbroke Grove	Grosvenor Place	5.0	WB	254	0%	315	12%	292	3%	
94	Grosvenor Place	Ladbroke Grove	2.9	EB	264	0%	265	0%	264	1%	9
	Lancaster Gate	Marble Arch Station	3.4	WB	229	-6%	287	-7%	262	-8%	
98	Marble Arch Station	Lancaster Gate	1.6	NB	275	-1%	317	-5%	299	-5%	3
	Earls Court Rd	Pembridge Rd	1.3	SB	324	-11%	292	5%	309	-3%	
137	Pembridge Rd	Earls Court Rd	1.9	NB	232	20%	234	76%	233	48%	1 & 2
	South Kensington Station	Queens Gate	2.3	SB	210	9%	247	0%	237	5%	
148	Queens Gate	South Kensington Station	4.7	EB	233	0%	252	-9%	245	-6%	2 & 9
	Grosvenor Place	Marble Arch Station	4.8	WB	204	2%	247	1%	226	0%	

Prior to the trial, North Carriage Drive was closed to traffic up to six months a year due to the occurrence of events that take place in Hyde Park.



Table 3.5: Bus Journey Time 2019 to 2021 Comparison  
Summary (May Weekday – Bus Routes 274–452)

Bus Journey Time Summary - May Weekday (pt. 3 of 3)											Associated VJTR
Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Hour AM (07:00-10:00)		Average Hour PM (16:00-19:00)		Average Hour Daily (07:00-19:00)		
					2019 (secs/km)	Change to 2021 (%)	2019 (secs/km)	Change to 2021 (%)	2019 (secs/km)	Change to 2021 (%)	
274	Lancaster Gate	Marble Arch Station	1.1	EB	168	-9%	161	-4%	163	-5%	9
	Marble Arch Station	Lancaster Gate	1.5	WB	293	-14%	384	-21%	341	-19%	
328	Earls Court Rd	Pembridge Rd	1.8	NB	321	-1%	349	-6%	343	-3%	7 & 8
	Pembridge Rd	Ealrs Court Rd	1.9	SB	326	0%	321	1%	330	1%	
360	South Kensington Station	Queens Gate	1.5	NB	235	-9%	242	-9%	241	-10%	5 & 7
	Queeens Gate	South Kensington Station	0.9	SB	202	-5%	234	-9%	227	-11%	
390	Grosvenor Place	Marble Arch Station	1.8	NB	212	19%	226	37%	217	28%	2
	Marble Arch Station	Grosvenor Place	1.8	SB	183	-1%	241	-26%	221	-19%	
414	South Kensington Station	Marble Arch	3.2	EB	277	6%	310	24%	298	15%	1 & 2
	Marble Arch	South Kensington Station	3.5	WB	251	-3%	305	-7%	291	-7%	
452	Sloane St	Notting Hill Gate	3.5	NB	266	5%	315	18%	296	11%	7 & 8
	Notting Hill Gate	Sloane St	3.5	SB	293	15%	306	6%	306	11%	

*Prior to the trial, North Carriage Drive was closed to traffic up to six months a year due to the occurrence of events that take place in Hyde Park.*

## Summary of Results – May Weekday

Table 3.3 to 3.5 provide the May 2019 (pre-trial) to May 2021 (post-trial) bus journey time comparisons during the weekday. The table presents the recorded journey time of the route in 2019 (secs/km) and the percentage (%) change to 2021. A summary of the recorded results is provided below.

### Weekday AM

- Majority of bus services recorded a decrease in journey time with an average change of -1% across all services with a range of between -31% to +20%.
- Largest decreases were recorded on the following services:
  - Bus Service **274** WB recorded and -41 secs/km (-59 secs/route, -14%) in the WB.
  - Bus Service **70** SB recorded -41 secs/km (-83 secs/route, -14%).
- Largest increases recorded on the following services:
  - Bus Service **137** NB recorded +46 secs/km (+87 secs/route, +20%).

- Bus Service **137** runs along Brompton Road and Park Lane which are located to the east of Hyde Park. The associated vehicle journey time are Routes 1 & 2.
- Route 1 (Brompton Road) recorded +5% NB and -11% SB, and Route 2 (Park Lane) recorded +39% NB and +4% SB.
- Bus Service **390** NB recorded +40 secs/km (+72 secs/route, +19%).
  - Bus Service **390** runs along Park Lane which is located to the east of Hyde Park and has an associated vehicle journey time Route 2.
  - Route 2 (Park Lane) recorded +39% NB and +4% SB.

### Weekday PM

- Majority of bus services recorded decreases or minor increases in journey times. An average increase of +3% was recorded with a range of between -34% to +76% across all bus routes.
  - Largest decreases was recorded along Bus Service **36** SB recorded the largest decrease of -90 secs/km (-294 secs/route, -34%).
- Largest increases recorded on the following services:
  - Bus Services **137** NB recorded +179 secs/km (+339 secs/route, +76%).
    - Bus Service **137** runs along Brompton Road and Park Lane which are located to the east of Hyde Park. The associated vehicle journey time are Routes 1 & 2.
    - Route 1 (Brompton Road) recorded +5% NB and -11% SB, and Route 2 (Park Lane) recorded +39% NB and +4% SB.

- Bus Services **13** NB recorded +78 secs/km (+109 secs/route, +37%).
- Bus Service **390** NB recorded +85 secs/km (+154 secs/route, +37%).
  - Bus Service **390** and **13** runs along Park Lane which is located to the east of Hyde Park and has an associated vehicle journey time Route 2.
  - Route 2 (Park Lane) recorded +39% NB and +4% SB.

#### Weekday Daily

- Majority of bus services recorded decreases or minor increases in journey times. An average change of  $\pm 0\%$  was recorded with a range of between -33% to +48% across all bus routes.
- The largest decrease was recorded on Bus Service **36** SB recorded the largest decreases in of -84 secs/km (-276 secs/km, -32%).

- Largest increases recorded on the following services:
  - Bus Services **137** NB of +112 secs/km (+213 secs/route, +48%).
    - Bus Service **137** runs along Brompton Road and Park Lane which are located to the east of Hyde Park. The associated vehicle journey time are Routes 1 & 2.
    - Route 1 (Brompton Road) recorded +5% EB and -11% WB, and Route 2 (Park Lane) recorded +39% NB and +4% SB.
  - Bus Service **390** NB of +61 secs/km (+111 secs/route, +28%).
    - Bus Service **390** runs along Park Lane which is located to the east of Hyde Park and has an associated vehicle journey time Route 2.
    - Route 2 (Park Lane) recorded +39% NB and +4% SB.

#### Summary Statement

The majority of the bus services recorded a decreases or minor increases in journey time across the weekday time periods. The average change across all services ranges between -1% to  $\pm 0\%$ .

The largest Increases were recorded on Bus Services 137 and 390 which are both located to the east of Hyde Park along Park Lane.

The new TfL 'Park Lane Cycle Scheme' was implemented in May 2020 which may be linked to the changes recorded (see *Section 2.4* for further details on Park Lane).

Table 3.6: Bus Journey Time 2019 to 2021 Comparison  
Summary (May Weekend – Bus Routes 2-27)

Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - May Weekend (pt. 1 of 3)									
					Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
2	Grosvenor Place	Marble Arch Station	2.0	NB	218	205	225	+7	3%	205	191	222	+17	8%
	Marble Arch Station	Grosvenor Place	1.8	SB	189	163	160	-29	-15%	180	157	162	-18	-10%
6	Piccadilly	Edgware Road Station	3.2	NB	213	193	242	+29	13%	202	179	225	+23	11%
	Edgware Road Station	Piccadilly	2.7	SB	209	182	250	+41	20%	199	179	229	+30	15%
7	Marble Arch Station	St Marys Hospital	1.7	NB	240	201	261	+22	9%	225	197	247	+22	10%
	St Marys Hospital	Marble Arch Station	1.4	SB	234	116	312	+78	33%	218	110	276	+58	26%
9	Earls Court Rd	Piccadilly	3.8	EB	252	222	273	+21	8%	229	206	249	+20	9%
	Piccadilly	Earls Court Rd	3.9	WB	248	227	239	-9	-3%	227	214	231	+3	1%
13	Grosvenor Place	Marble Arch Station	1.4	NB	188	180	211	+23	12%	179	170	195	+16	9%
	Marble Arch Station	Grosvenor Place	1.8	SB	182	161	161	-21	-12%	173	154	163	-10	-6%
14	South Kensington Station	Piccadilly	2.3	EB	282	214	301	+19	7%	257	204	272	+14	6%
	Piccadilly	South Kensington Station	2.4	WB	302	198	269	-33	-11%	263	185	250	-13	-5%
16	Grosvenor Place	Edgware Road Station	2.9	NB	207	197	237	+30	15%	199	191	227	+28	14%
	Edgware Road Station	Grosvenor Place	3.2	SB	212	195	242	+30	14%	201	191	224	+23	12%
18	Harrow Road	Marylebone Station	2.2	EB	194	160	177	-17	-9%	184	159	173	-11	-6%
	Marylebone Station	Harrow Road	2.3	WB	175	164	169	-6	-3%	167	159	163	-4	-2%
23	Earls Court Rd	St Marys Hospital	6.3	NB	245	207	261	+15	6%	226	192	241	+16	7%
	St Marys Hospital	Earls Court Rd	6.4	SB	247	182	255	+8	3%	229	173	282	+53	23%
27	Earls Court Rd	Pembridge Rd	1.9	NB	263	212	264	+1	0%	244	202	252	+9	4%
	Pembridge Rd	Earls Court Rd	1.9	SB	259	200	279	+19	7%	237	194	258	+22	9%

Prior to the trial, South Carriage Drive was closed to traffic on Sundays, and North Carriage Drive was closed to traffic up to six months a year due to the occurrence of events that take place in Hyde Park.

Table 3.7: Bus Journey Time 2019 to 2021 Comparison  
Summary (May Weekend – Bus Routes 28–148)

Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - May Weekend (pt. 2 of 3)									
					Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
28	Nottinghill Gate	Queens Gate	1.9	NB	266	279	281	+15	6%	244	251	260	+16	7%
	Marloes Rd	Marble Arch Station	1.9	SB	274	225	277	+4	1%	249	216	261	+12	5%
36	Marble Arch Station	Marloes Rd	3.0	NB	212	208	221	+9	4%	202	197	219	+17	9%
	Ladbroke Grove	Marble Arch Station	3.3	SB	219	196	164	-54	-25%	207	189	159	-48	-23%
52	Marble Arch Station	Ladbroke Grove	4.7	EB	238	184	261	+23	10%	219	175	245	+27	12%
	Marble Arch Station	Edgware Rd Station	4.1	WB	240	189	239	-1	0%	221	181	238	+17	8%
70	Edgware Rd Station	Marble Arch Station	1.8	NB	231	174	216	-15	-7%	213	167	245	+31	15%
	Sloane St	Marble Arch Station	2.1	SB	232	184	231	-1	-1%	211	169	248	+37	17%
74	Marble Arch Station	Sloane St	4.8	EB	245	201	264	+19	8%	229	192	242	+13	6%
	Ladbroke Grove	Grosvenor Place	5.0	WB	246	193	247	+0	0%	228	184	230	+2	1%
94	Grosvenor Place	Ladbroke Grove	2.9	EB	256	195	282	+26	10%	234	185	247	+13	6%
	Lancaster Gate	Marble Arch Station	3.4	WB	240	192	255	+15	6%	221	184	223	+2	1%
98	Marble Arch Station	Lancaster Gate	1.6	NB	263	229	299	+35	13%	251	222	280	+29	12%
	Earls Court Rd	Pembridge Rd	1.3	SB	249	126	351	+102	41%	233	127	312	+79	34%
137	Pembridge Rd	Earls Court Rd	1.9	NB	227	194	277	+49	22%	213	180	262	+49	23%
	South Kensington Station	Queens Gate	2.3	SB	202	165	200	-2	-1%	189	161	197	+9	5%
148	Queens Gate	South Kensington Station	4.7	EB	224	167	225	+1	1%	208	162	207	-0	0%
	Grosvenor Place	Marble Arch Station	4.8	WB	206	173	215	+9	4%	193	168	201	+8	4%

Prior to the trial, South Carriage Drive was closed to traffic on Sundays, and North Carriage Drive was closed to traffic up to six months a year due to the occurrence of events that take place in Hyde Park.

Table 3.8: Bus Journey Time 2019 to 2021 Comparison  
Summary (May Weekend – Bus Routes 274–452)

Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - May Weekend (pt. 3 of 3)									
					Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
274	Lancaster Gate	Marble Arch Station	1.1	EB	185	113	144	-41	-22%	164	113	139	-25	-15%
	Marble Arch Station	Lancaster Gate	1.5	WB	288	221	253	-35	-12%	258	200	236	-22	-9%
328	Earls Court Rd	Pembridge Rd	1.8	NB	296	236	295	-1	0%	266	219	271	+5	2%
	Pembridge Rd	Earls Court Rd	1.9	SB	269	215	289	+20	8%	247	201	271	+23	9%
360	South Kensington Station	Queens Gate	1.5	NB	232	200	218	-15	-6%	219	195	203	-15	-7%
	Queens Gate	South Kensington Station	0.9	SB	211	171	194	-16	-8%	197	169	186	-10	-5%
390	Grosvenor Place	Marble Arch Station	1.8	NB	208	199	232	+23	11%	197	188	221	+24	12%
	Marble Arch Station	Grosvenor Place	1.8	SB	183	174	161	-22	-12%	172	162	158	-14	-8%
414	South Kensington Station	Marble Arch	3.2	EB	253	188	270	+17	7%	231	181	239	+9	4%
	Marble Arch	South Kensington Station	3.5	WB	250	170	225	-25	-10%	228	167	213	-15	-7%
452	Sloane St	Notting Hill Gate	3.5	NB	264	207	280	+15	6%	243	197	266	+23	10%
	Notting Hill Gate	Sloane St	3.5	SB	258	202	295	+36	14%	236	191	272	+36	15%

*Prior to the trial, South Carriage Drive was closed to traffic on Sundays, and North Carriage Drive was closed to traffic up to six months a year due to the occurrence of events that take place in Hyde Park.*

## Summary of Results – May Weekend

Table 3.6 to 3.8 provides the May 2019 (pre-trial) to May 2021 (post-trial) bus journey time comparisons during the weekend. A summary of the recorded results is provided below.

### Weekend IP

- Majority of bus services recorded a minor increase in journey times. An average change of +3% was recorded with a range of between -25% to +41% across all bus routes.
  - Largest decreases were recorded on the following services:
    - Bus Service 36 SB recorded -54 secs/km (-179 secs/route, -25%).
    - Bus Service 274 recorded -41 secs/km (-44 secs/route, -22%).
  - Largest increases were recorded at the following services:
    - Bus Service 98 SB recorded +102 secs/km (+130 secs/route, +41%).
    - Bus Service 7 SB recorded +78 secs/km (+110 secs/route, +33%).
- Bus Service 7 and 98 both run along Edgware Road which is located to the north-east of Hyde Park and has an associated vehicle journey time Route 3.
  - Route 3 (Edgware Road) recorded +3% NB on both Saturday and Sunday, and +11% on Saturday and +6% on Sunday SB.

### Weekend Daily

- Majority of bus services recorded a minor increase in journey times. An average change of +6% was recorded with a range of between -23% to +34% across all bus routes.
- Largest decreases were recorded on the following services:
  - Bus Service **36** SB recorded -48 secs/km (-157 secs/route, -23%).
  - Bus Services **274** NB recorded -25 secs/km (-23 secs/route, -15%)
- Largest increases were recorded on the following Bus Services:
  - Bus Service **7** SB recorded +58 secs/km (+81 secs/route, +26%).
  - Bus Service **98** SB recorded +79 secs/km (+101 secs/route, +34%).
    - Bus Service **7** and **98** both run along Edgware Road which is located to the north-east of Hyde Park and has an associated vehicle journey time Route 3.
  - Bus Service **23** SB recorded +53 secs/km (+343 secs/route, +23%).
    - Bus Service **137** runs along Brompton Road and Park Lane which are located to the east of Hyde Park. The associated VJTs are Routes 1 & 2.
    - The largest VJT Route 1 (Brompton Road) recorded was +15% EB on Saturday and -4% WB, and VJT Route 2 (Park Lane) recorded +25% NB and +3% SB.
  - Bus Service **137** NB recorded +51 secs/km (+96 secs/route, +24%).
    - Route 3 (Edgware Road) recorded +4% on Saturday and +5% on Sunday NB, and +2% on Saturday and +10% on Sunday SB.

### Summary Statement

The majority of the bus services recorded minor increases in journey time across the weekend time periods. The average change across all services ranges between +3% to +6%.

The largest Increases were recorded on Bus Services 137 along Park Lane, and Bus services 7 and 98 along Edgware Road. These services run to the east / north-east of Hyde Park.

The new TfL 'Park Lane Cycle Scheme' was implemented in May 2020 which may be linked to the changes recorded (see *Section 2.4* for further details on Park Lane).



## Summary of Results – August

A high-level summary of August 2019 (pre-trial) to August 2021 (post-trial) bus journey time comparisons for both the weekday and weekend is provided below.

### Weekday

- Majority of bus services recorded a decrease in journey time in each of the three time periods (AM, PM & Daily). The average change and range for each time period is as follows:
  - AM recorded an average change of -5% and range of between -17% to +24%.
  - PM recorded an average change of -11% and range of between -29% to +32%.
  - Daily recorded an average change of -7% and range of between -22% to +29%.
- Largest decrease recorded on Bus Service **98** SB -122 secs/km (+156 secs/route, -29%) in the PM.
- Largest increases were recorded on the following Bus Services:
  - Bus Service **390** NB recorded:
    - +49 secs/km (+90 secs/route, +24%) in the AM
    - +57 secs/km (+103 secs/route, +24%) in the PM
    - +58 secs/km (+105 secs/route, +26%) in the Daily.
  - Bus Service **2** NB recorded +36 secs/km (+72 secs/route, +17%) in the AM.
  - Bus Service **137** NB recorded:
    - +84 secs/km (+160 secs/route, +32%) in the PM.
    - +69 secs/km (+131 secs/route, +29%) in the Daily.

## Weekend

- Majority of links recorded a minor increase in journey time across the weekend in both time periods (IP & Daily). The average change and range for each is as follows:
  - IP recorded an average change of -5% and range of between -32% to +31%.
  - Daily recorded an average change of -4% and range of between -37% to +31%.
- Largest decreases recorded on the Bus Service **360** NB which recorded -107 secs/km (-161 secs/route, -32%) in the IP, and -120 secs/km (-181 secs/route, -37%) in the Daily.
- Largest increases were recorded on the following services:
  - Bus Service **390** NB:
    - +65 secs/km (+119 secs/route, +31%) in the IP.
    - +61 secs/km (+111 secs/route, +31%) in the Daily.
  - Bus Service **2** NB :
    - +46 secs/km (+91 secs/route, +20%) in the IP.
  - Bus Service **137** NB :
    - +43 secs/km (+87 secs/route, +21%) in the Daily.
    - +53 secs/km (+101 secs/route, +22%) in the IP.
    - +39 secs/km (+73 secs/route, +18%) in the Daily.

### Summary Statement

The majority of the bus services recorded decreases in the weekday and minor increases in the weekend in journey time in August. The average change across all services recorded a reduction in journey time ranging between -11% to -4%.

Larger increases in bus journey times were recorded in both the weekday and weekend with the largest increases recorded on Bus Services 2, 137 and 390 which all run along Park Lane to the east of Hyde Park.

The new TfL 'Park Lane Cycle Scheme' was implemented in May 2020 which may be linked to the changes recorded (see *Section 2.4* for further details on Park Lane).

### 3.5 Vehicle Volume Data

#### Overview

The impact of the Hyde Park Movement Trial on the traffic flows on strategic highway links surrounding the park has been assessed by reviewing traffic counts from multiple sources including TfL and WCC.

Nineteen ATC sites have been provided by TfL which cover the strategic road network around the park.

Additional ATC counts were provided by WCC, but these covered the same locations / roads as TfL data so have been excluded from the assessment.

A map illustrating the location of each traffic count analysed and the respective source of the data shown in **Figure 3.6**.

For AM, IP and PM time periods assessed, an average hourly vehicle flow by direction has been calculated and used to derive the percentage change. For the Daily period a total traffic flow across the 12-hour period has been presented and used to derive the percentage change.

#### Methodology

For the analysis of the TfL ATCs the Pre-Trial year used is 2019 as per the off-park methodology described in **Section 3.2**.

The analysis of the changes in vehicle volume for the month of May is provided within this section with the associated comparison tables and a summary of the findings. Detailed analysis tables with for the May assessment are presented in **Appendix F**.

A high-level summary of the August results are also provided within this section with the detailed comparison tables presented in **Appendix F**.

Figure 3.6: Hyde Park ATC Locations

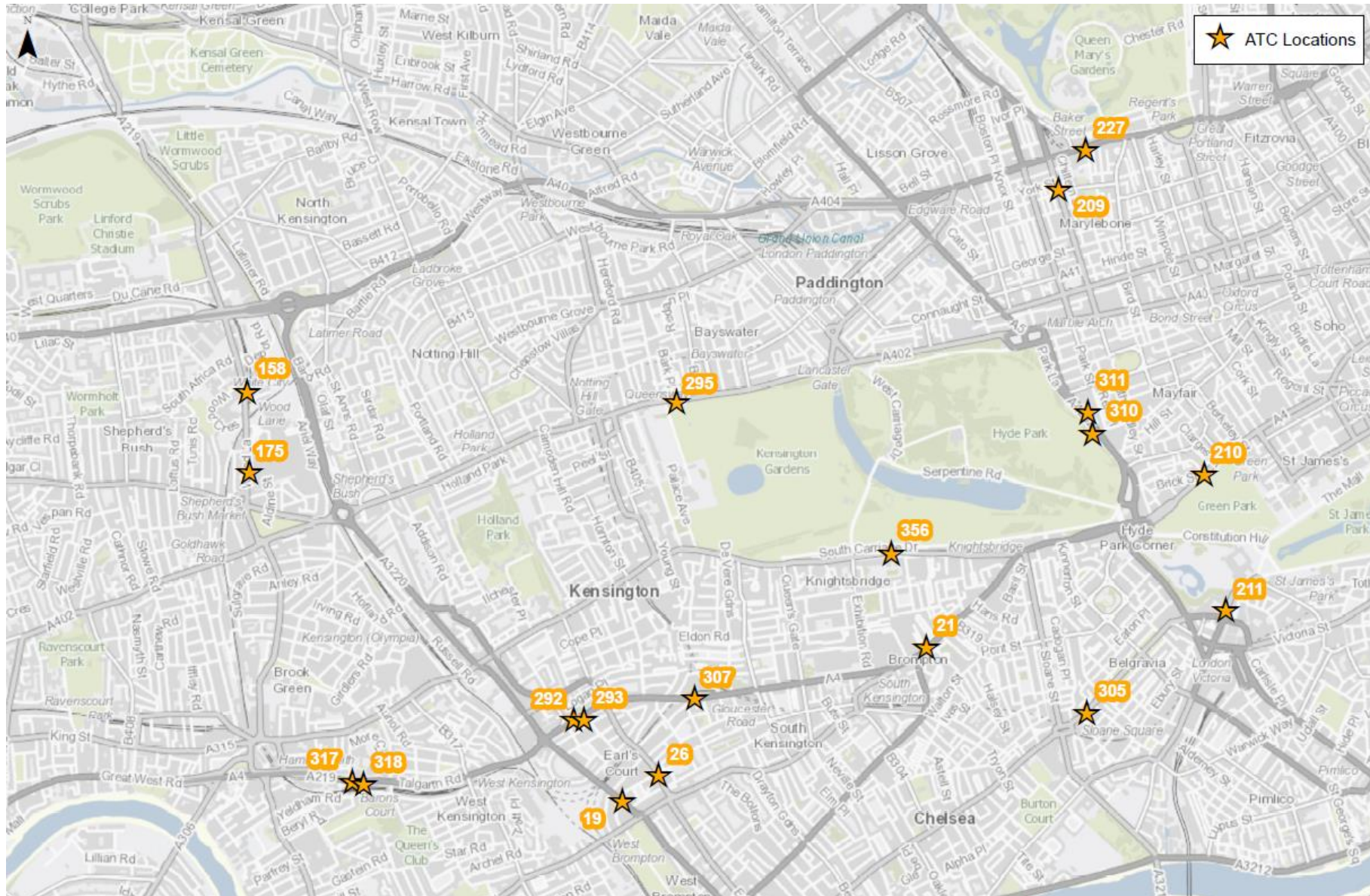


Table 3.9: TfL Data Vehicle Volume 2019 to 2021 Comparison  
(Weekday: Site 19-292)

Vehicle Volume Summary - May Weekday (pt.1 of 2)								
TfL ATC Ref.	Location	Direction	Average Hour AM (07:00-10:00)		Average Hour PM (16:00-19:00)		Average Daily (07:00-19:00)	
			2019 (Vehicles)	Change to 2021 (%)	2019 (Vehicles)	Change to 2021 (%)	2019 (Vehicles)	Change to 2021 (%)
19	A3220 Warwick Road	NWB	1,533	-11%	1,570	-9%	18,756	-8%
		SEB	-	-	-	-	-	-
21	Brompton Road	NEB	1,351	-4%	1,285	-11%	15,326	-9%
		SWB	1,141	-12%	1,260	-7%	14,551	-6%
26	A3220 Earls Court Road	NB	-	-	-	-	-	-
		SB	1,425	-12%	1,516	-21%	17,428	-16%
158	Wood Lane	NB	383	-5%	361	17%	4,947	0%
		SB	326	1%	344	7%	4,105	4%
175	Wood Lane	NB	230	6%	313	6%	3,342	4%
		SB	428	-4%	367	18%	5,034	5%
209	Baker Street	NB	-	-	-	-	-	-
		SB	461	8%	489	12%	5,750	16%
210	Piccadilly	EB	1,042	-22%	966	-10%	11,371	-15%
		WB	1,353	-53%	1,670	-56%	18,620	-55%
211	A3214	NB	430	-24%	478	-15%	5,267	-18%
		SB	275	-38%	393	-46%	4,131	-43%
227	A501	EB	1,526	-11%	1,547	-20%	18,118	-16%
		WB	1,879	-18%	1,894	-20%	22,170	-20%
292	A4 W Cromwell Road (EB)	EB	2,044	-6%	1,775	-20%	22,349	-15%
		WB	-	-	-	-	-	-

Prior to the trial, North Carriage Drive was closed to traffic up to six months a year due to the occurrence of events that take place in Hyde Park.

Table 3.10: TfL Data Vehicle Volume 2019 to 2021 Comparison  
(Weekday: Site 293-356)

Vehicle Volume Summary - May Weekday (pt. 2 of 2)								
TfL ATC Ref.	Location	Direction	Average Hour AM (07:00-10:00)		Average Hour PM (16:00-19:00)		Average Daily (07:00-19:00)	
			2019 (Vehicles)	Change to 2021 (%)	2019 (Vehicles)	Change to 2021 (%)	2019 (Vehicles)	Change to 2021 (%)
293	A4 W Cromwell Road (WB)	EB	-	-	-	-	-	-
		WB	1,868	-38%	2,234	-30%	24,738	-32%
295	Bayswater Road	EB	665	-2%	716	1%	8,192	0%
		WB	570	5%	738	-9%	7,781	-1%
305	A3217 Eaton Square	EB	2,573	-7%	2,269	-18%	28,368	-16%
		WB	2,542	-29%	2,507	-11%	30,013	-16%
307	Cromwell Road	EB	1,589	-3%	1,303	-15%	16,962	-11%
		WB	1,263	-14%	1,298	-17%	15,855	-9%
310	A4202 (NB)	NB	2,406	-42%	2,671	-51%	30,342	-49%
		SB	-	-	-	-	-	-
311	A4202 (SB)	NB	-	-	-	-	-	-
		SB	2,419	-15%	2,666	-20%	29,818	-17%
317	Hammersmith Flyover (EB)	EB	2,573	-7%	2,269	-18%	28,368	-16%
		WB	-	-	-	-	-	-
318	Hammersmith Flyover (WB)	EB	-	-	-	-	-	-
		WB	2,542	-29%	2,507	-11%	30,013	-16%
356	A315 Knightbridge	EB	552	-31%	752	-32%	8,022	-32%
		WB	135	-37%	136	-33%	1,566	-39%

Prior to the trial, North Carriage Drive was closed to traffic up to six months a year due to the occurrence of events that take place in Hyde Park.

## Summary of Results – May Weekday

**Table 3.9** and **3.10** provides the May 2019 (pre-trial) to May 2021 (post-trial) vehicle volume comparison during the weekday for the data provided by TfL. The table presents the recorded vehicle volume in 2019 (no. of vehicles) and the percentage (%) change to 2021. A summary of the recorded results is provided below.

### Weekday AM

- Majority of ATCs recorded decreases in vehicle volume with an average change of -16% and a range of between -53% to +8%.
- Largest decreases recorded at the following locations:
  - Piccadilly WB [TfL\_210] -724 vehicles (-53%).
  - A4202 NB [TfL\_310] -1,018 vehicles (-42%).
  - Hammersmith Flyover WB [TfL\_318] -734 vehicles (-29%).
- No significant increases recorded with the largest increase of just +8% at Baker Street SB [TfL\_209]. All remaining increases recorded were no greater than +6%.

### Weekday PM

- Majority of ATCs recorded decreases in with an average change of -15% and a range of between -56% to +18%.
- Largest decreases recorded at the following locations:
  - Piccadilly WB [TfL\_210] -934 vehicles (-56%).
  - A4202 NB [TfL\_310] -1,365 vehicles (-51%).
- Largest increases recorded at the following locations:
  - Wood Lane NB [TfL\_158] +62 vehicles (+17%).
  - Wood Lane SB [TfL\_175] +65 vehicles (+18%).
- All other recorded increases were no greater than +12%.

### Weekday Daily

- Majority of ATCs recorded decreases in with an average change of -15% and a range of between -55% to +16%.

- Largest decreases recorded at the following locations:
  - Piccadilly WB [TfL\_210] -10,196 vehicles (-55%) across the day.
  - A4202 NB [TfL\_310] -14,991 vehicles (-49%) across the day.
- Largest increase was recorded at Baker Street SB [TfL\_209] +940 vehicles (+16%).
- All other recorded increases were no greater than +5%.

### Summary Statement

Decreases or minor increases in vehicle volumes were recorded along all roads in the vicinity of Hyde Park during the May weekday peak and daily average hour periods.

Increases in traffic recorded along roads further away from the park i.e. Wood Lane, Baker Street are likely to be the result of external local schemes and factors (see sections 1.4 and 2.4)

Table 3.11: TfL Data Vehicle Volume 2019 to 2021 Comparison  
(Weekend: Sites 19-292)

Vehicle Volume Summary - May Weekend (pt.1 of 2)										
ATC Ref.	Location	Direction	Saturday				Sunday			
			Average Hour IP (10:00-16:00)		Daily (07:00-19:00)		Average Hour IP (10:00-16:00)		Daily (07:00-19:00)	
			2019 (Vehicles)	Change to 2021 (%)	2019 (Vehicles)	Change to 2021 (%)	2019 (Vehicles)	Change to 2021 (%)	2019 (Vehicles)	Change to 2021 (%)
Site 19	A3220 Warwick Road	NWB	1,479	-3%	17,119	-3%	1,491	-4%	17,073	-8%
		SEB	-	-	-	-	-	-	-	-
Site 21	Brompton Road	NEB	1,288	-12%	14,735	-16%	1,254	-18%	13,877	-22%
		SWB	1,093	3%	12,600	-4%	1,076	-11%	12,142	-16%
Site 26	A3220 Earls Court Road	NB	-	-	-	-	-	-	-	-
		SB	1,511	-14%	17,515	-14%	1,544	-11%	17,192	-13%
Site 158	Wood Lane	NB	503	-4%	5,617	-7%	452	-1%	4,919	1%
		SB	421	7%	4,464	2%	394	8%	3,835	4%
Site 175	Wood Lane	NB	318	-9%	3,457	-11%	316	-7%	3,441	-10%
		SB	486	8%	5,241	4%	468	4%	4,712	5%
Site 209	Baker Street	NB	-	-	-	-	-	-	-	-
		SB	486	19%	5,673	11%	513	-5%	5,633	-11%
Site 210	Piccadilly	EB	999	-18%	11,216	-20%	1,064	-30%	11,744	-32%
		WB	906	-17%	10,228	-22%	894	-29%	9,906	-32%
Site 211	A3214	NB	395	-4%	4,425	-10%	366	-25%	4,031	-27%
		SB	240	-2%	2,784	-15%	284	-40%	3,173	-43%
Site 227	A501	EB	1,602	-15%	18,761	-16%	1,590	-11%	17,911	-15%
		WB	1,804	-19%	21,144	-20%	1,808	-22%	20,891	-25%
Site 292	A4 W Cromwell Road (EB)	EB	1,938	-20%	22,737	-25%	2,006	-26%	22,452	-30%
		WB	-	-	-	-	-	-	-	-

Prior to the trial, South Carriage Drive was closed to traffic on Sundays, and North Carriage Drive was closed to traffic up to six months a year.



Table 3.12: TfL Data Vehicle Volume 2019 to 2021 Comparison  
(Weekend: Sites 293-356)

Vehicle Volume Summary - May Weekend (pt.2 of 2)										
ATC Ref.	Location	Direction	Saturday				Sunday			
			Average Hour IP (10:00-16:00)		Daily (07:00-19:00)		Average Hour IP (10:00-16:00)		Daily (07:00-19:00)	
			2019 (Vehicles)	Change to 2021 (%)	2019 (Vehicles)	Change to 2021 (%)	2019 (Vehicles)	Change to 2021 (%)	2019 (Vehicles)	Change to 2021 (%)
Site 293	A4 W Cromwell Road (WB)	EB	-	-	-	-	-	-	-	-
		WB	1,998	-29%	22,401	-32%	1,834	-31%	20,018	-34%
Site 295	Bayswater Road	EB	655	-8%	7,287	-9%	582	-2%	6,305	-5%
		WB	575	-8%	6,390	-10%	481	-6%	5,297	-10%
Site 305	A3217 Eaton Square	EB	2,419	-17%	28,997	-23%	2,556	-24%	28,759	-27%
		WB	2,582	-14%	29,559	-17%	2,447	-17%	27,704	-22%
Site 307	Cromwell Road	EB	1,345	-8%	15,489	-14%	1,313	-13%	14,608	-20%
		WB	1,343	-9%	15,418	-15%	1,232	-9%	13,845	-15%
Site 310	A4202 (NB)	NB	2,224	-60%	24,986	-60%	1,954	-61%	21,129	-59%
		SB	-	-	-	-	-	-	-	-
Site 311	A4202 (SB)	NB	-	-	-	-	-	-	-	-
		SB	2,317	-25%	26,135	-24%	2,002	-16%	22,179	-19%
Site 317	Hammersmith Flyover (EB)	EB	2,419	-17%	28,997	-23%	2,556	-24%	28,759	-27%
		WB	-	-	-	-	-	-	-	-
Site 318	Hammersmith Flyover (WB)	EB	-	-	-	-	-	-	-	-
		WB	2,582	-14%	29,559	-17%	2,447	-17%	27,704	-22%
Site 356	A315 Knightbridge	EB	555	-27%	6,063	-30%	502	-30%	5,402	-30%
		WB	101	-17%	1,146	-23%	385	-79%	3,960	-85%

Prior to the trial, South Carriage Drive was closed to traffic on Sundays, and North Carriage Drive was closed to traffic up to six months a year.

## Summary of Results – May Weekend

Table 3.11 to 3.12 provides the May 2019 (pre-trial) to May 2021 (post-trial) vehicle volume comparison during the weekday for the data provided by TfL. The table presents the recorded vehicle volume in 2019 (no. of vehicles) and the percentage (%) change to 2021. A summary of the recorded results is provided below.

### Saturday & Sunday IP

- Majority of ATCs recorded decreases in vehicle volume with an average change of -12% on a Saturday and -19% on a Sunday. The overall range of change across the weekend was between -60% to +19%.
- Largest decreases recorded at the following locations:
  - A315 Knightsbridge SB [TfL\_356] -304 vehicles (-79%) on a Sunday.
  - A4202 NB [TfL\_310] -1,344 vehicles (-60%) on a Saturday and -1,187 vehicles (-61%) on a Sunday.

- Largest increase was recorded at Baker Street SB [TfL\_209] of +94 vehicles (+19%) on a Saturday.
- All other recorded increases were no greater than +8%.

### 3.5.1 Saturday & Sunday Daily (Average Hour)

- Majority of ATCs recorded decreases in vehicle volume with an average change of -16% on a Saturday and -22% on a Sunday. The overall range of change across the weekend was between -85% to +8%.
- Largest decreases recorded at the following locations:
  - A315 Knightsbridge SB [TfL\_356] -3,350 vehicles (-85%) on a Sunday, across the day.
  - A4202 NB [TfL\_310] -15,069 vehicles (-60%) on a Saturday and -12,364 vehicles (-59%) on a Sunday, across the day.
- No significant increases recorded with the largest increase of just +11% at Baker Street SB [TfL\_209] on a Saturday. All remaining increases recorded were no greater than +5%.

### Summary Statement

Decreases or minor increases in vehicle volumes were recorded along all roads in the vicinity of Hyde Park during the May weekend peak and daily average hour periods.

Increase in traffic recorded along Baker Street, which is further away from the park, is likely to be the result of external local schemes and factors (see sections 1.4 and 2.4)

## Summary of Results – August

A high-level summary of August 2019 (pre-trial) to August 2021 (post-trial) vehicle volume comparisons for both the weekday and weekend is provided below.

### Weekday

- Varied level of change at each ATC across all three time periods (AM, IP & Daily) with the following range of change and average change across all ATCs:
  - AM recorded a range of between -35% and +35% and an average change of -8%.
  - PM recorded a range of between -41% and +69% and an average change of -2%.
  - Daily recorded a range of between -39% and +52% and an average change of -4%.

- Largest decreases recorded at the following locations:
  - A3214 SB [TfL\_211] -60 vehicles (-28%) in the AM.
  - A315 Knightsbridge NEB [TfL\_356] -233 vehicles (-32%) in the PM.
  - A4202 NB [TfL\_310] -10,849 vehicles (-39%) across the day.
- Largest decreases recorded at the following locations:
  - A3220 Warwick Road NWB [TfL\_19]:
    - +196 vehicles (+17%) in the AM.
    - +362 vehicles (+32%) in the PM.
    - +3,659 vehicles (+28%) across the day.
  - Brompton Road SWB [TfL\_21]:
    - +246 vehicles (+33%) in the AM.
    - +546 vehicles (+69%) in the PM.
    - +4,959 vehicles (+52%) across the day.

- Piccadilly WB [TfL\_210]:
  - +137 vehicles (+15%) in the AM.
  - +248 vehicles (+21%) in the PM.
  - +2,681 vehicles (+52%) across the day.
- Cromwell Road WB [TfL\_307] recorded +372 vehicles (+34%) in the PM.

### Weekend

- Across both time periods for both Saturday and Sunday there is a varied level of change across all ATC. Each time period recorded the following average change:
  - Saturday IP ±0%.
  - Sunday IP -4%.
  - Saturday Daily -9%.
  - Sunday Daily -11%.
- Saturday a varied level of change. The largest increases were recorded at the following:
  - Brompton Road SWB [TfL\_21]:
    - +382 vehicles (+47%) in the IP.
    - +3,485 vehicles (+38%) across the day.

- Baker Street SB [TfL\_209]:
  - +137 vehicles (+30%) in the IP.
  - +1,113 vehicles (+21%) across the day.
- Piccadilly WB [TfL\_210]:
  - +388 vehicles (+45%) in the IP.
  - +3,406 vehicles (+34%) across the day.
- A3214 NB [TfL\_211]:
  - +157 vehicles (+50%) in the IP.
  - +1,334 vehicles (+38%) across the day.
- Sunday recorded majority decreases with the largest increases recorded on A3220 Warwick Road NWB [TfL\_19] of +22% and Brompton Road SWB [TfL\_21] of 23%. Other increases recorded were no greater than +14%.

### Summary Statement

An average reduction in traffic volume was recorded during all weekday and weekend peak periods and daily average hour in August. The average change across all links around Hyde Park for which data has been analysed has been:

- Weekday: -8% AM, -2% PM, -4% Daily
- Saturday: ±0% IP, -4% Daily
- Sunday: -9% IP, -11% Daily

## 4. On-Park Data Analysis

### 4.1 Overview

Manual Classified Turning Counts (MCTCs) were undertaken at the southern junction of Hyde Park (West Carriage Drive/ South Carriage Drive) in November 2021, during a 12h period between 07:00 and 19:00 on a Saturday.

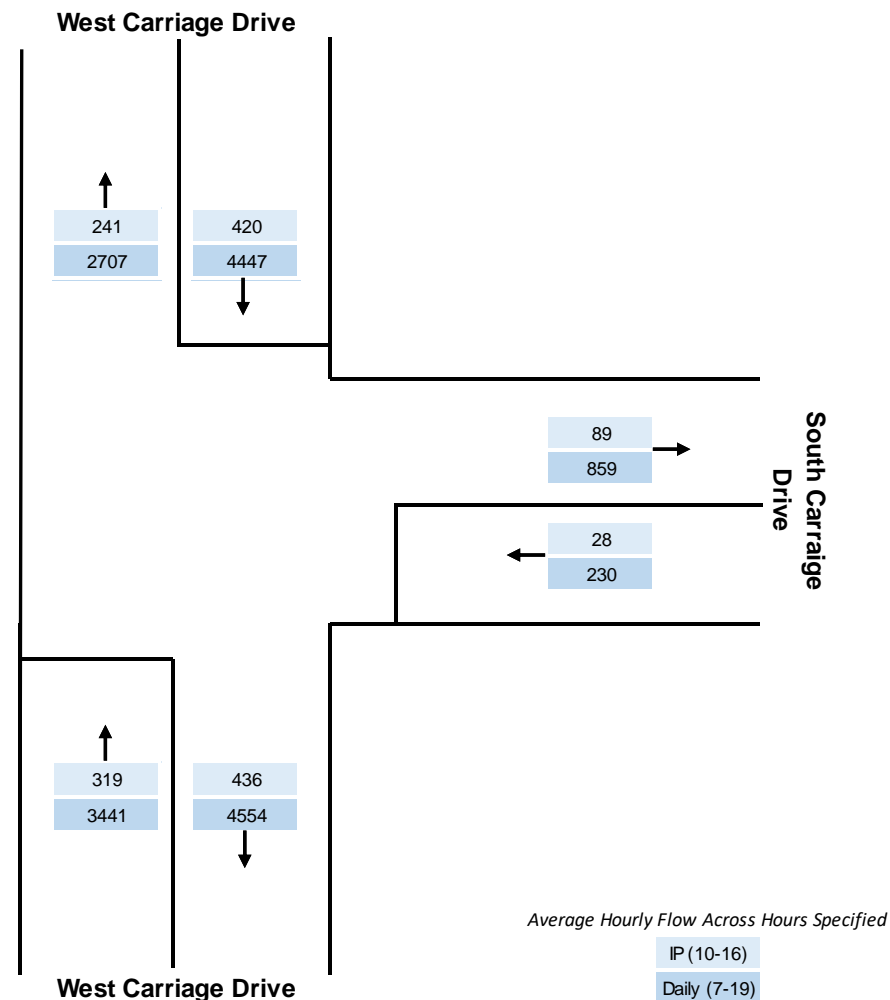
No pre-trial traffic survey data is available at the park, therefore the analysis is limited to post-trial implementation. **Figure 4.1** shows:

- In the region of 120 vehicles during the Saturday IP along South Carriage Drive.
- In the region of 660 vehicles along West Carriage Drive, to the north of South Carriage Drive.
- In the region of 750 vehicles along West Carriage Drive, to the south of South Carriage Drive.

Although it is not possible to quantify the net change in flows pre/post trial implementation, it is expected that traffic levels recorded as part of the 2021 surveys are significantly lower than those using the park roads prior to the trial implementation, as a result of the trial implementation.

Figure 4.1 – Hyde Park MCTC Results (Saturday IP/ Daily)

*Prior to the trial, South Carriage Drive was closed to*



## 5. Accident Analysis

This section summarises the results of the accident analysis carried out at key locations at and around Hyde Park, for the most recent 3-full year period of available data (2018, 2019 and 2020). It should be noted that accident rates may be lower in 2020 due to travel restrictions associated with the COVID-19 pandemic. Accident data for the 2021 period was excluded due to this only being available between the months of January June.

Accident data has been extracted from the Crashmap website. The data comes from the Department for Transport, the statistics relate only to personal injury accidents on public roads that are reported to the police, and subsequently recorded, using the STATS19 accident reporting form.

The accidents are classed into three categories: slight, serious, and fatal a definition of which is provided below:

- Slight Injury: Injuries of a minor nature, such as sprains, bruises or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a prerequisite for an injury to be defined as slight):

- Serious Injury: Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, several general shock requiring medical treatment and injuries which result in death 30 days after the accident. The serious category therefore covers a very broad range of injuries; and
- Fatal Injury: Injuries which cause death either immediately or any time up to 30 days after the accident.

The extent of the accident study area is presented in **Figure 5.1** below, whilst the total number of accidents recorded throughout the 3-year period, split by user type, have been summarised in **Table 5.1**. A detailed summary of the collisions recorded within Hyde Park and outside the park and by junction is presented in **Appendix G**.

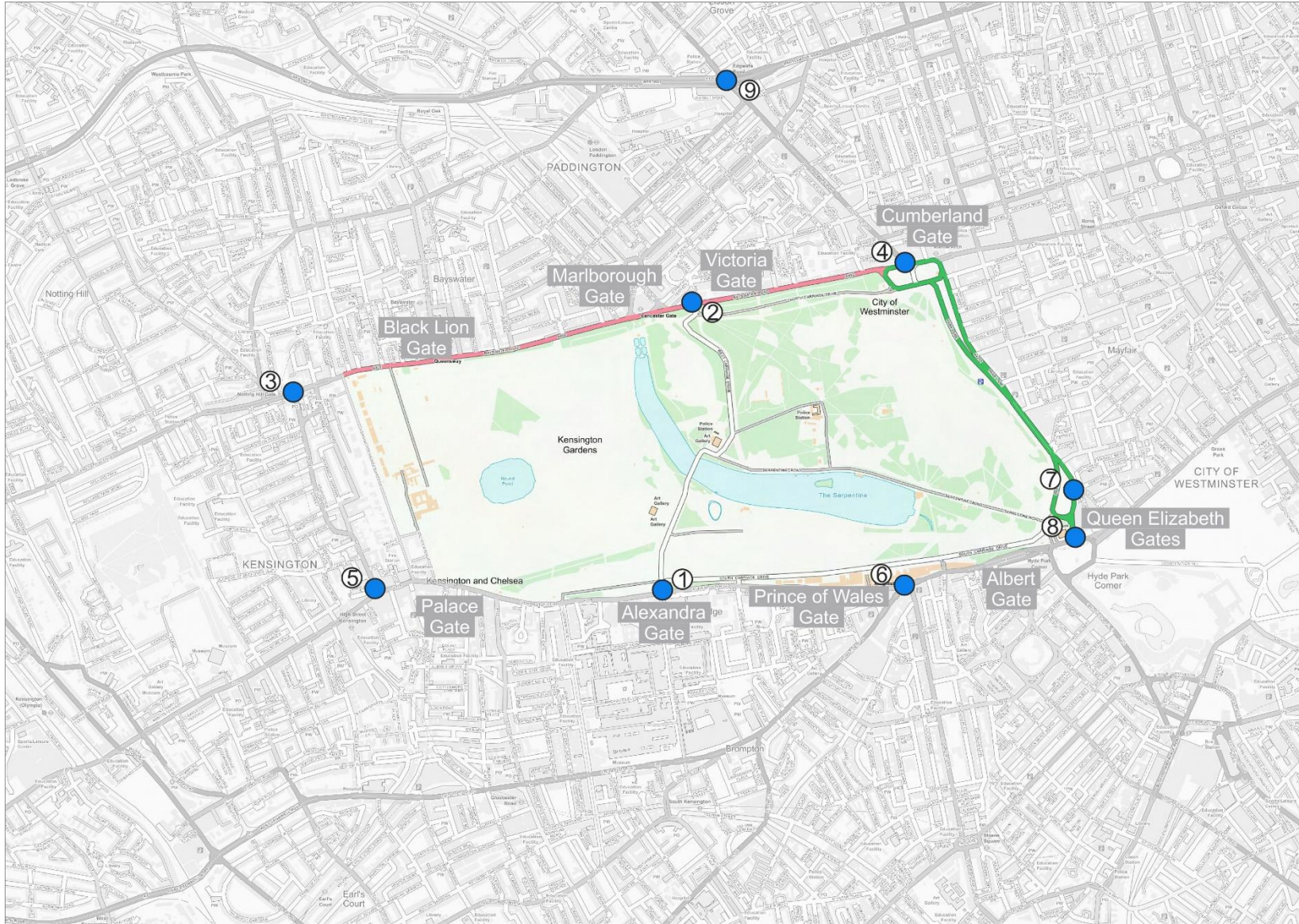
### Key Findings

As can be seen below, a significant reduction in the number of overall collisions, and fatal collisions where a vulnerable road user was involved, at key locations in and around Hyde Park occurred during the period 2018 – 2020. It is expected that this is the result of measures introduced to increase safety of all users, including the Movement Strategy implemented by TRP.

Table 5.1: Summary of Accidents 2018 – 2020

	Severity	2018	2020	Difference
All Modes	Slight	29	22	+7
	Serious	2	2	0
	Fatal	1	0	-1
<i>Total</i>		32	24	-8
Vulnerable Road Users (Pedestrians, Cyclists, Motorcyclists)	Slight	19	16	-3
	Serious	2	2	0
	Fatal	1	0	-1
<i>Total</i>		22	18	-4

Figure 5.1: Accident Analysis Study Area



## 6. Summary of Findings

This section summarises the key findings of this study. Results from the analysis of TfL's August data have been excluded from this summary but have been provided in the Appendices.

### 6.1 Off-Park Data

#### Vehicle Journey Time Data

- During the weekday periods, the majority of links have recorded a decrease in journey time. Prior to the trial, North Carriage Drive was closed to traffic for up to six months of the year due to the occurrence of events.
- During the weekend periods, the majority of links have recorded a decrease in journey time. Prior to the trial, South Carriage Drive was closed to traffic every Sunday.

Across all periods, the largest increases were recorded along Park Lane, which are possibly related to the introduction of the new cycle lane and reduction of width of the carriageway.

#### Bus Journey Time Data

The majority of the bus services recorded minor increases in journey time across the weekend time periods. The average change across all services ranges between +2% to +3%.

The largest Increases were recorded on Bus Services 137 and 390 along Park Lane, Bus service 7 and 98 along Edgware Road. Both are located to the east / north-east of Hyde Park.

The new TfL 'Park Lane Cycle Scheme' was implemented in May 2020 which may be linked to the changes recorded (see Section 2.4 for further details on Park Lane).

#### Vehicle Volume Data

- During weekdays all roads around Hyde Park recorded reductions or minor increases in traffic.
- During weekends all roads around Hyde Park recorded reductions or minor increases in traffic

### 6.2 On-Park Data

No pre-trial data is available for the access roads to Hyde Park where Manual Classified Turning Counts (MCTCs) were conducted in November 2021. MCTCs conducted at the southern junction of Hyde Park:

- In the region of 120 vehicles during the Saturday IP along South Carriage Drive.
- In the region of 660 vehicles along West Carriage Drive, to the north of South Carriage Drive.

- In the region of 750 vehicles along West Carriage Drive, to the south of South Carriage Drive.

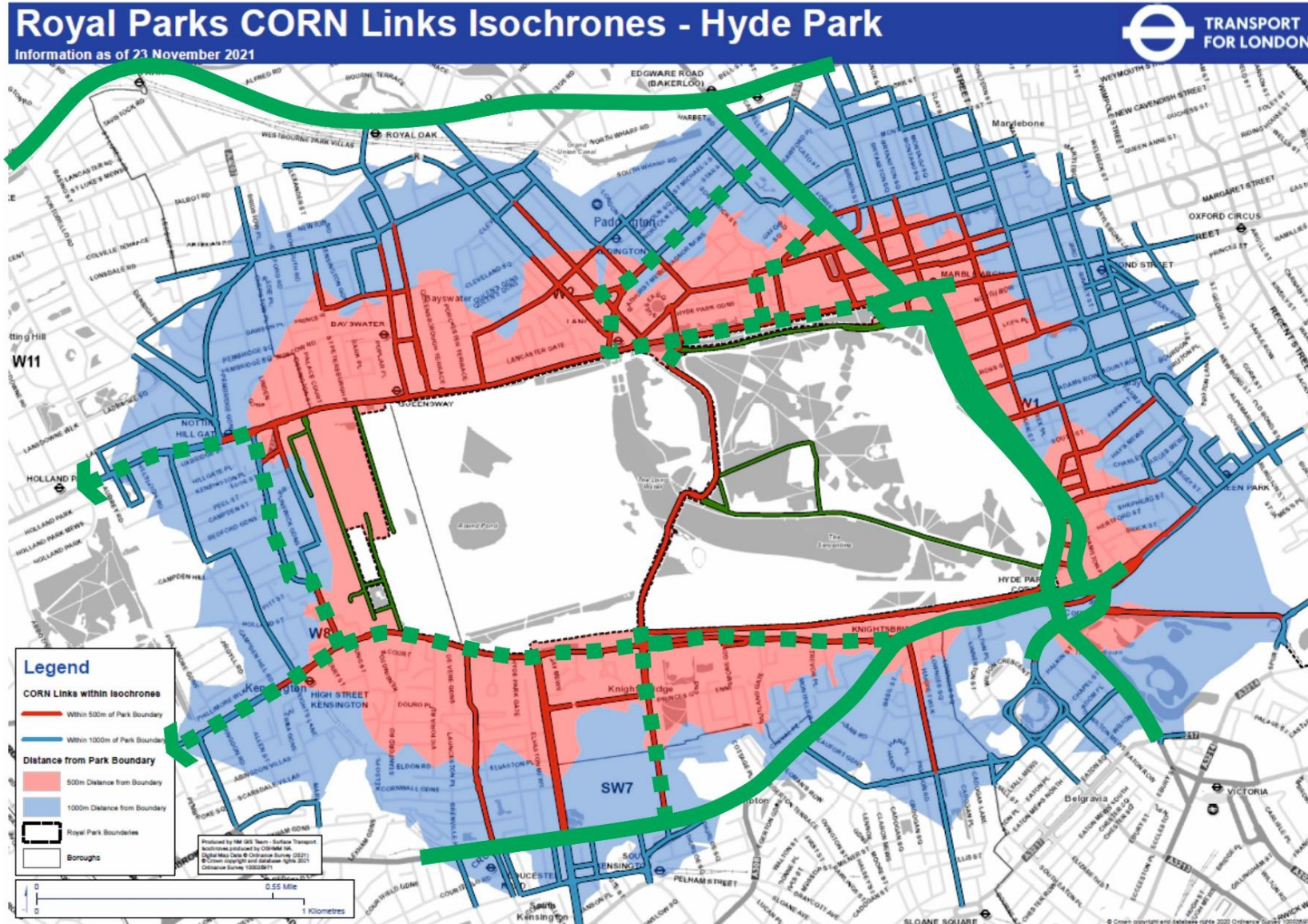
### Alignment of the Trial with TRP's Movement Strategy

It is expected that a reduction in overall traffic within Hyde Park has occurred as a result of the trial, in line with the principles of TRP's Movement Strategy which are:

- *We will protect and conserve our parks' special qualities*
- *Our parks are places that people visit for relaxation and recreation*
- *We will encourage the use of more sustainable ways to access and travel through our parks*
- *Our park roads are not intended to be primarily commuter through-routes for motor vehicles*
- *We will achieve more by delivering key projects through collaboration and partnership*
- *We will make evidence-based decisions*
- *We will be proactive in our approach to future transport challenges and opportunities*



# Appendix A Hyde Park Reassignment Routes (from TfL's CORN Map)



## Appendix B Detailed Vehicle Journey Time Analysis (May) (secs/km)

Journey Time Route No.	Location	Distance of Route (km)	Direction	Average Vehicle Journey Time - Weekday - May														
				Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
				2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 %Diff	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 %Diff
1	Brompton Road	2.1	EB	263	186	276	+13	5%	312	177	303	-9	-3%	296	182	297	+1	0%
		2.1	WB	223	142	197	-25	-11%	298	151	300	+2	1%	270	149	247	-23	-9%
2	Park Lane	1.4	NB	152	135	212	+60	39%	174	151	269	+95	54%	164	143	242	+78	47%
		1.3	SB	161	127	167	+6	4%	244	139	175	-70	-29%	218	134	169	-49	-22%
3	Edgew are Road	1.0	NB	222	205	223	+1	1%	300	271	279	-21	-7%	268	237	252	-16	-6%
		1.0	SB	305	224	255	-50	-16%	287	249	278	-8	-3%	289	233	270	-19	-7%
4	Westw ay	3.9	EB	225	116	209	-16	-7%	164	79	115	-50	-30%	187	90	156	-31	-17%
		3.9	WB	69	67	78	+9	12%	90	64	77	-13	-14%	78	66	78	+0	0%
5	Exhibition Road	0.7	NB	220	176	182	-38	-17%	242	198	201	-41	-17%	236	190	195	-41	-17%
		0.7	SB	182	160	171	-11	-6%	209	184	187	-22	-11%	205	176	183	-22	-11%
6	Queen's Gate	0.7	NB	173	147	140	-33	-19%	169	146	151	-17	-10%	171	148	150	-21	-13%
		0.7	SB	190	140	146	-44	-23%	208	149	155	-53	-26%	205	149	155	-50	-24%
7	Kensington Gore	2.8	EB	245	175	207	-38	-15%	244	193	215	-29	-12%	253	189	216	-37	-14%
		2.7	WB	191	158	177	-14	-7%	252	193	238	-14	-6%	229	180	212	-18	-8%
8	Kensington Church Street (A4204)	0.8	NB	141	208	154	+13	9%	146	170	153	+7	5%	164	188	156	-8	-5%
		1.1	WB	217	211	257	+40	18%	188	187	185	-3	-2%	205	197	224	+19	9%
9	Baysw ater Road	2.9	EB	252	177	239	-12	-5%	227	184	213	-14	-6%	235	178	230	-6	-2%
		3.0	WB	184	142	172	-13	-7%	228	169	194	-34	-15%	210	157	186	-24	-11%
10	Hyde Park Street / Connaught Street / Kendal Street	0.5	NB	185	173	183	-2	-1%	220	204	217	-3	-1%	205	191	201	-4	-2%
		0.5	SB	196	185	190	-6	-3%	213	211	213	-0	0%	204	199	202	-2	-1%
11	Sussex Gardens	0.7	EB	176	153	157	-20	-11%	188	167	171	-17	-9%	182	161	166	-15	-8%
		0.7	WB	210	179	199	-11	-5%	234	204	219	-15	-6%	221	193	211	-10	-5%

Journey Time Route No.	Location	Distance of Route (km)	Direction	Average Vehicle Journey Time - Saturday - May									
				Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
				2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
1	Brompton Road	2.1	EB	232	188	279	+47	20%	221	177	253	+32	15%
		2.1	WB	240	167	222	-18	-7%	220	159	210	-10	-4%
2	Park Lane	1.4	NB	162	164	194	+32	20%	153	151	191	+38	25%
		1.3	SB	169	153	161	-7	-4%	162	145	164	+2	1%
3	Edgeware Road	1.0	NB	222	217	228	+6	3%	211	204	218	+7	4%
		1.0	SB	255	231	282	+27	11%	243	214	249	+6	2%
4	Westway	3.9	EB	119	82	102	-16	-14%	114	79	101	-13	-12%
		3.9	WB	67	63	72	+6	8%	66	63	71	+5	8%
5	Exhibition Road	0.7	NB	213	189	199	-14	-6%	201	184	189	-12	-6%
		0.7	SB	186	176	184	-3	-1%	182	169	177	-5	-3%
6	Queen's Gate	0.7	NB	139	134	138	-1	-1%	137	132	135	-2	-1%
		0.7	SB	156	133	140	-16	-10%	150	129	135	-14	-10%
7	Kensington Gore	2.8	EB	199	178	191	-8	-4%	183	167	176	-8	-4%
		2.7	WB	194	179	193	-2	-1%	178	164	174	-4	-2%
8	Kensington Church Street (A4204)	0.8	NB	198	176	139	-58	-30%	199	170	115	-84	-42%
		1.1	WB	179	173	183	+4	2%	177	171	174	-3	-2%
9	Bayswater Road	2.9	EB	200	172	190	-9	-5%	189	163	176	-13	-7%
		3.0	WB	181	158	173	-9	-5%	169	149	159	-10	-6%
10	Hyde Park Street / Connaught Street / Kendal Street	0.5	NB	183	177	178	-5	-3%	181	176	176	-4	-2%
		0.5	SB	195	190	194	-0	0%	192	190	192	+0	0%
11	Sussex Gardens	0.7	EB	161	153	154	-7	-4%	156	146	148	-8	-5%
		0.7	WB	194	184	183	-11	-6%	182	176	181	-2	-1%

Journey Time Route No.	Location	Distance of Route (km)	Direction	Average Vehicle Journey Time - Sunday - May										
				Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)					
				2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	
1	Brompton Road	2.1	EB	239	196	273	+34	14%	220	179	238	+18	8%	
		2.1	WB	239	167	213	-26	-11%	220	159	201	-19	-9%	
2	Park Lane	1.4	NB	152	169	180	+28	18%	144	157	170	+26	18%	
		1.3	SB	155	146	157	+2	2%	147	138	152	+5	3%	
3	Edgeware Road	1.0	NB	209	198	216	+7	3%	208	196	218	+10	5%	
		1.0	SB	243	224	259	+16	6%	229	212	253	+24	10%	
4	Westway	3.9	EB	129	85	105	-25	-19%	109	79	95	-14	-13%	
		3.9	WB	64	63	68	+4	6%	63	62	66	+3	5%	
5	Exhibition Road	0.7	NB	203	184	190	-13	-6%	190	175	179	-11	-6%	
		0.7	SB	190	175	179	-10	-5%	178	169	172	-6	-4%	
6	Queen's Gate	0.7	NB	140	136	138	-3	-2%	134	132	133	-1	-1%	
		0.7	SB	143	132	134	-10	-7%	140	127	130	-10	-7%	
7	Kensington Gore	2.8	EB	204	186	196	-8	-4%	184	169	176	-8	-5%	
		2.7	WB	192	172	181	-11	-6%	175	161	169	-6	-4%	
8	Kensington Church Street (A4204)	0.8	NB	221	164	106	-115	-52%	217	168	100	-117	-54%	
		1.1	WB	172	171	173	+1	0%	171	192	169	-3	-1%	
9	Bayswater Road	2.9	EB	204	173	184	-20	-10%	186	164	174	-11	-6%	
		3.0	WB	178	158	164	-13	-8%	167	151	157	-11	-6%	
10	Hyde Park Street / Connaught Street / Kendal Street	0.5	NB	179	180	178	-1	-1%	179	179	179	-0	0%	
		0.5	SB	189	187	188	-2	-1%	187	188	187	-0	0%	
11	Sussex Gardens	0.7	EB	159	149	151	-8	-5%	157	147	148	-8	-5%	
		0.7	WB	178	171	176	-2	-1%	170	167	169	-1	-1%	

Journey Time Route No.	Location	Distance of Route (km)	Direction	Average Vehicle Journey Time - Saturday - May									
				Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
				2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
1A	Park Road (A312 to High Street)	0.9	EB	112	113	113	+1	1%	116	114	121	+5	5%
		0.9	WB	109	111	115	+5	5%	112	111	114	+2	2%
1B	Park Road (High Street to Kingstone RoadO)	2.3	EB	169	159	168	-1	-1%	165	155	168	+3	2%
		2.2	WB	159	159	162	+3	2%	158	155	159	+1	1%
2	A310	2.2	NB	114	112	115	+1	1%	110	109	112	+2	2%
		2.2	SB	118	117	119	+1	1%	121	119	125	+4	3%
3	Hampton Court Road A308 (Kingston Bridge to A309/A3050)	2.6	EB	104	104	111	+7	7%	108	105	114	+6	6%
		2.9	WB	89	87	90	+1	1%	87	84	85	-1	-2%
4	Hampton Court Road A308 (A309 to Lower Sunbury Road)	2.1	EB	108	112	118	+10	9%	115	117	126	+11	10%
		2.1	WB	105	116	114	+9	9%	102	108	110	+8	8%
5	Church Street/ A311/ A312	1.9	NB	129	131	133	+3	3%	133	134	136	+3	2%
		1.9	SB	133	137	136	+3	2%	140	142	146	+6	4%
6	A309/B358 Sandy Lane	2.6	NB	106	110	109	+4	3%	104	107	107	+3	3%
		2.6	SB	112	115	116	+4	3%	114	116	121	+7	6%
7	Queens Road	0.7	NB	150	152	150	-0	0%	144	146	145	+1	1%
		0.7	SB	141	141	141	-0	0%	141	142	141	-0	0%
8	High Street	1.2	NB	107	107	105	-2	-1%	106	107	106	+0	0%
		1.2	SB	112	114	114	+2	2%	112	113	114	+2	1%
9	High Street A2	0.3	NB	118	117	117	-1	-1%	118	116	117	-1	-1%
		0.3	SB	140	138	137	-3	-2%	136	135	137	+1	1%

Journey Time Route No.	Location	Distance of Route (km)	Direction	Average Vehicle Journey Time - Sunday - May									
				Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
				2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
1A	Park Road (A312 to High Street)	0.9	EB	109	109	112	+3	3%	110	110	116	+6	5%
		0.9	WB	108	110	114	+6	6%	107	107	109	+3	3%
1B	Park Road (High Street to Kingstone RoadO)	2.3	EB	158	150	158	+1	1%	153	145	156	+3	2%
		2.2	WB	156	150	153	-3	-2%	148	145	147	-0	0%
2	A310	2.2	NB	112	111	113	+1	1%	108	107	108	+0	0%
		2.2	SB	117	114	115	-2	-2%	115	112	116	+1	0%
3	Hampton Court Road A308 (Kingston Bridge to A309/A3050)	2.6	EB	103	104	111	+8	8%	104	102	109	+5	4%
		2.9	WB	89	87	91	+2	3%	83	81	83	+0	0%
4	Hampton Court Road A308 (A309 to Lower Sunbury Road)	2.1	EB	110	118	120	+10	9%	116	115	121	+5	5%
		2.1	WB	108	113	118	+10	9%	101	104	107	+6	5%
5	Church Street/ A311/ A312	1.9	NB	126	128	130	+4	3%	126	127	129	+3	2%
		1.9	SB	134	134	134	-1	-1%	132	132	133	+1	1%
6	A309/B358 Sandy Lane	2.6	NB	107	110	109	+2	2%	104	106	106	+2	2%
		2.6	SB	114	117	117	+3	2%	115	116	120	+4	4%
7	Queens Road	0.7	NB	150	150	153	+2	2%	138	135	134	-4	-3%
		0.7	SB	141	142	143	+2	2%	138	130	130	-8	-6%
8	High Street	1.2	NB	102	105	102	-0	0%	100	101	101	+1	1%
		1.2	SB	107	113	110	+3	3%	106	110	109	+2	2%
9	High Street A2	0.3	NB	132	130	132	-0	0%	130	129	131	+0	0%
		0.3	SB	152	158	152	-0	0%	148	153	149	+1	1%

### Detailed Vehicle Journey Time Analysis - May (total seconds across route)

Journey Time Route No.	Location	Distance of Route (km)	Direction	Average Vehicle Journey Time - Weekday - May														
				Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
				2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)	2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 %Diff	2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 %Diff
1	Brompton Road	2.1	EB	546	387	573	+26	5%	649	368	629	-20	-3%	615	378	618	+3	0%
		2.1	WB	459	294	407	-52	-11%	615	311	620	+5	1%	557	307	510	-48	-9%
2	Park Lane	1.4	NB	220	195	307	+87	39%	252	218	389	+137	54%	237	207	349	+112	47%
		1.3	SB	204	161	212	+8	4%	311	177	222	-89	-29%	277	170	215	-62	-22%
3	Edgware Road	1.0	NB	226	208	227	+1	1%	305	275	284	-21	-7%	273	241	256	-16	-6%
		1.0	SB	311	228	260	-51	-16%	292	254	284	-9	-3%	295	238	275	-20	-7%
4	Westway	3.9	EB	879	453	816	-63	-7%	642	307	448	-194	-30%	732	351	609	-123	-17%
		3.9	WB	273	262	306	+33	12%	351	252	301	-51	-14%	304	258	305	+1	0%
5	Exhibition Road	0.7	NB	148	118	122	-25	-17%	162	132	135	-27	-17%	158	127	131	-27	-17%
		0.7	SB	122	108	115	-8	-6%	141	124	126	-15	-11%	138	118	123	-15	-11%
6	Queen's Gate	0.7	NB	119	102	97	-23	-19%	117	101	105	-12	-10%	118	102	103	-15	-13%
		0.7	SB	131	97	101	-30	-23%	144	103	107	-37	-26%	142	103	107	-35	-24%
7	Kensington Gore	2.8	EB	675	480	571	-104	-15%	671	531	591	-80	-12%	696	519	595	-101	-14%
		2.7	WB	526	434	488	-38	-7%	693	530	654	-38	-6%	631	495	582	-49	-8%
8	Kensington Church Street (A4204)	0.8	NB	119	177	130	+11	9%	124	144	130	+6	5%	139	159	132	-7	-5%
		1.1	WB	232	226	274	+42	18%	201	200	198	-3	-2%	219	211	239	+20	9%
9	Bayswater Road	2.9	EB	742	521	706	-36	-5%	669	542	627	-42	-6%	694	525	677	-17	-2%
		3.0	WB	545	418	508	-37	-7%	674	498	572	-102	-15%	621	463	550	-71	-11%
10	Hyde Park Street /Connaught Street / Kendal Street	0.5	NB	101	95	100	-1	-1%	120	111	118	-2	-1%	112	104	110	-2	-2%
		0.5	SB	107	101	104	-3	-3%	116	115	116	-0	0%	111	109	110	-1	-1%
11	Sussex Gardens	0.7	EB	121	105	107	-13	-11%	129	114	117	-12	-9%	124	110	114	-11	-8%
		0.7	WB	144	123	136	-8	-5%	160	140	150	-10	-6%	151	132	144	-7	-5%

Journey Time Route No.	Location	Distance of Route (km)	Direction	Average Vehicle Journey Time - Saturday - May										
				Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)					
				2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)	2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)	
1	Brompton Road	2.1	EB	483	391	580	+97	20%	459	367	526	+67	15%	
		2.1	WB	495	344	459	-36	-7%	454	327	434	-20	-4%	
2	Park Lane	1.4	NB	234	237	281	+47	20%	221	219	277	+55	25%	
		1.3	SB	214	194	205	-9	-4%	206	185	209	+2	1%	
3	Edgeware Road	1.0	NB	225	220	232	+6	3%	214	207	222	+8	4%	
		1.0	SB	260	236	288	+28	11%	248	218	254	+6	2%	
4	Westway	3.9	EB	463	320	399	-64	-14%	445	308	393	-52	-12%	
		3.9	WB	262	247	284	+22	8%	257	246	277	+20	8%	
5	Exhibition Road	0.7	NB	143	127	134	-9	-6%	135	123	127	-8	-6%	
		0.7	SB	125	118	123	-2	-1%	122	114	119	-4	-3%	
6	Queen's Gate	0.7	NB	96	93	95	-1	-1%	95	91	94	-1	-1%	
		0.7	SB	108	92	97	-11	-10%	103	89	94	-10	-10%	
7	Kensington Gore	2.8	EB	548	489	526	-22	-4%	505	460	483	-21	-4%	
		2.7	WB	534	493	530	-4	-1%	491	450	479	-12	-2%	
8	Kensington Church Street (A4204)	0.8	NB	168	149	118	-49	-30%	169	144	97	-71	-42%	
		1.1	WB	191	185	195	+4	2%	189	183	186	-3	-2%	
9	Bayswater Road	2.9	EB	589	508	561	-27	-5%	556	480	519	-38	-7%	
		3.0	WB	536	466	510	-26	-5%	499	439	469	-30	-6%	
10	Hyde Park Street /Connaught Street / Kendal Street	0.5	EB	100	97	97	-3	-3%	99	96	96	-2	-2%	
		0.5	WB	106	104	106	-0	0%	105	104	105	+0	0%	
11	Sussex Gardens	0.7	EB	110	104	105	-5	-4%	107	100	101	-6	-5%	
		0.7	WB	133	126	125	-8	-6%	125	120	124	-1	-1%	



Journey Time Route No.	Location	Distance of Route (km)	Direction	Average Vehicle Journey Time - Sunday - May										
				Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)					
				2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)	2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)	
1	Brompton Road	2.1	EB	497	407	568	+71	14%	458	372	496	+37	8%	
		2.1	WB	493	345	440	-53	-11%	453	328	415	-39	-9%	
2	Park Lane	1.4	NB	220	245	260	+40	18%	207	227	245	+38	18%	
		1.3	SB	197	185	200	+3	2%	187	175	193	+6	3%	
3	Edgeware Road	1.0	NB	213	202	220	+7	3%	212	199	222	+10	5%	
		1.0	SB	248	229	264	+16	6%	234	216	258	+24	10%	
4	Westway	3.9	EB	506	333	410	-96	-19%	427	310	373	-54	-13%	
		3.9	WB	253	245	267	+14	6%	249	245	261	+12	5%	
5	Exhibition Road	0.7	NB	136	123	128	-9	-6%	127	118	120	-7	-6%	
		0.7	SB	127	118	120	-7	-5%	120	113	115	-4	-4%	
6	Queen's Gate	0.7	NB	97	94	95	-2	-2%	93	91	92	-1	-1%	
		0.7	SB	99	91	92	-7	-7%	97	88	90	-7	-7%	
7	Kensington Gore	2.8	EB	562	512	541	-21	-4%	508	466	484	-23	-5%	
		2.7	WB	527	472	498	-29	-6%	481	444	464	-17	-4%	
8	Kensington Church Street (A4204)	0.8	NB	187	139	90	-98	-52%	184	142	85	-99	-54%	
		1.1	WB	184	183	185	+1	0%	183	205	180	-3	-1%	
9	Bayswater Road	2.9	EB	602	511	544	-58	-10%	547	482	514	-34	-6%	
		3.0	WB	525	466	485	-40	-8%	495	445	463	-31	-6%	
10	Hyde Park Street /Connaught Street / Kendal Street	0.5	EB	98	98	97	-1	-1%	98	97	98	-0	0%	
		0.5	WB	103	102	103	-1	-1%	102	103	102	-0	0%	
11	Sussex Gardens	0.7	EB	109	102	103	-5	-5%	107	101	102	-6	-5%	
		0.7	WB	122	117	120	-1	-1%	117	115	116	-1	-1%	

## Appendix C Detailed Vehicle Journey Time Analysis - August (seconds/km)

Journey Time Route No.	Location	Distance of Route (km)	Direction	Average Vehicle Journey Time - Weekday - August														
				Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
				2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 %Diff	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 %Diff
1	Brompton Road	2.1	EB	273	304	268	-4	-2%	362	256	305	-57	-16%	316	289	297	-18	-6%
		2.1	WB	207	188	186	-22	-10%	315	274	251	-64	-20%	269	237	226	-42	-16%
2	Park Lane	1.4	NB	151	170	188	+37	24%	188	215	232	+44	23%	170	196	213	+43	25%
		1.3	SB	155	146	145	-11	-7%	191	160	183	-8	-4%	172	152	164	-8	-5%
3	Edgew are Road	1.0	NB	256	212	232	-24	-10%	341	286	286	-54	-16%	300	250	261	-40	-13%
		1.0	SB	321	295	266	-55	-17%	425	335	318	-106	-25%	373	308	294	-79	-21%
4	Westway	3.9	EB	175	147	163	-12	-7%	146	111	123	-23	-16%	152	121	137	-15	-10%
		3.9	WB	81	74	78	-3	-3%	79	73	76	-3	-4%	80	74	78	-2	-3%
5	Exhibition Road	0.7	NB	211	171	180	-31	-15%	245	193	205	-39	-16%	233	187	198	-35	-15%
		0.7	SB	173	160	168	-5	-3%	205	182	200	-5	-3%	195	174	188	-7	-3%
6	Queen's Gate	0.7	NB	164	143	145	-19	-12%	164	148	148	-16	-10%	164	146	148	-16	-10%
		0.7	SB	161	137	136	-25	-16%	189	148	148	-41	-22%	179	143	146	-33	-18%
7	Kensington Gore	2.8	EB	198	179	181	-17	-8%	237	199	206	-30	-13%	223	195	199	-24	-11%
		2.7	WB	174	160	170	-4	-2%	221	198	201	-19	-9%	205	184	190	-15	-7%
8	Kensington Church Street (A4204)	0.8	NB	278	133	122	-156	-56%	263	150	113	-150	-57%	278	143	142	-136	-49%
		1.1	WB	186	205	217	+31	16%	172	170	178	+5	3%	180	188	194	+14	8%
9	Baysw ater Road	2.9	EB	206	193	200	-6	-3%	227	201	207	-19	-8%	217	199	206	-12	-5%
		3.0	WB	162	161	155	-7	-4%	218	197	190	-28	-13%	194	182	178	-17	-8%
10	Hyde Park Street / Connaught Street / Kendal Street	0.5	NB	180	176	175	-6	-3%	220	208	209	-10	-5%	201	193	193	-9	-4%
		0.5	SB	188	190	190	+2	1%	211	205	210	-1	0%	201	199	202	+0	0%
11	Sussex Gardens	0.7	EB	179	165	163	-16	-9%	195	183	182	-13	-7%	190	177	175	-15	-8%
		0.7	WB	224	189	207	-17	-8%	239	204	222	-17	-7%	232	197	214	-18	-8%

Journey Time Route No.	Location	Distance of Route (km)	Direction	Average Vehicle Journey Time - Saturday - August									
				Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
				2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
1	Brompton Road	2.1	EB	256	249	282	+25	10%	240	222	252	+12	5%
		2.1	WB	232	212	216	-16	-7%	225	194	204	-22	-10%
2	Park Lane	1.4	NB	169	182	215	+46	28%	161	171	193	+32	20%
		1.3	SB	178	154	187	+9	5%	166	150	167	+1	1%
3	Edgeware Road	1.0	NB	285	235	246	-39	-14%	262	224	228	-34	-13%
		1.0	SB	325	300	306	-19	-6%	301	277	266	-35	-12%
4	Westway	3.9	EB	115	92	102	-13	-12%	107	88	97	-10	-10%
		3.9	WB	66	70	72	+6	10%	65	69	70	+5	7%
5	Exhibition Road	0.7	NB	216	187	199	-17	-8%	204	180	187	-17	-8%
		0.7	SB	182	175	184	+2	1%	178	170	178	-1	0%
6	Queen's Gate	0.7	NB	139	135	138	-0	0%	138	134	134	-4	-3%
		0.7	SB	156	135	137	-19	-12%	155	134	131	-24	-16%
7	Kensington Gore	2.8	EB	191	171	181	-10	-5%	181	164	169	-12	-7%
		2.7	WB	191	176	182	-9	-4%	176	163	169	-7	-4%
8	Kensington Church Street (A4204)	0.8	NB	175	139	104	-71	-41%	168	137	100	-68	-40%
		1.1	WB	167	164	166	-1	0%	167	163	163	-4	-2%
9	Bayswater Road	2.9	EB	187	166	175	-12	-6%	178	158	164	-14	-8%
		3.0	WB	179	165	169	-10	-6%	167	155	156	-10	-6%
10	Hyde Park Street / Connaught Street / Kendal Street	0.5	NB	187	185	187	-0	0%	179	177	177	-2	-1%
		0.5	SB	194	195	199	+5	3%	194	194	197	+4	2%
11	Sussex Gardens	0.7	EB	168	164	164	-4	-2%	163	156	158	-5	-3%
		0.7	WB	203	190	196	-8	-4%	193	181	184	-9	-4%

Journey Time Route No.	Location	Distance of Route (km)	Direction	Average Vehicle Journey Time - Sunday - August										
				Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)					
				2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	
1	Brompton Road	2.1	EB	275	241	261	-15	-5%	251	210	234	-17	-7%	
		2.1	WB	230	198	205	-24	-11%	217	185	192	-25	-11%	
2	Park Lane	1.4	NB	163	165	186	+23	14%	173	162	174	+1	1%	
		1.3	SB	154	144	164	+9	6%	152	138	151	-1	-1%	
3	Edgeware Road	1.0	NB	249	215	237	-11	-5%	244	215	231	-12	-5%	
		1.0	SB	309	270	273	-36	-12%	298	260	260	-38	-13%	
4	Westway	3.9	EB	131	93	106	-26	-19%	112	86	94	-18	-16%	
		3.9	WB	76	69	70	-6	-8%	73	68	68	-5	-7%	
5	Exhibition Road	0.7	NB	195	183	195	+0	0%	190	179	186	-4	-2%	
		0.7	SB	186	179	189	+2	1%	183	177	180	-3	-1%	
6	Queen's Gate	0.7	NB	140	137	139	-0	0%	134	132	133	-1	-1%	
		0.7	SB	141	129	132	-9	-6%	136	128	130	-6	-5%	
7	Kensington Gore	2.8	EB	220	190	193	-28	-13%	205	175	178	-27	-13%	
		2.7	WB	190	175	178	-12	-6%	179	166	168	-11	-6%	
8	Kensington Church Street (A4204)	0.8	NB	191	143	107	-84	-44%	173	139	102	-71	-41%	
		1.1	WB	169	163	173	+4	3%	180	164	171	-9	-5%	
9	Bayswater Road	2.9	EB	222	181	187	-35	-16%	201	169	176	-26	-13%	
		3.0	WB	189	168	170	-20	-10%	181	163	165	-16	-9%	
10	Hyde Park Street / Connaught Street / Kendal Street	0.5	NB	179	178	176	-3	-2%	180	178	178	-1	-1%	
		0.5	SB	190	191	190	+0	0%	192	189	189	-3	-1%	
11	Sussex Gardens	0.7	EB	168	159	158	-10	-6%	164	155	156	-7	-4%	
		0.7	WB	183	171	178	-5	-3%	176	165	170	-7	-4%	

### Detailed Vehicle Journey Time Analysis – August (total seconds across route)

Journey Time Route No.	Location	Direction	Average Vehicle Journey Time - Weekday - August														
			Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
			2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)	2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 %Diff	2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 %Diff
1	Brompton Road	EB	566	633	558	-9	-2%	753	533	635	-118	-16%	657	600	618	-38	-6%
		WB	428	388	383	-45	-10%	650	565	517	-133	-20%	554	489	468	-87	-16%
2	Park Lane	NB	219	246	272	+53	24%	272	311	336	+64	23%	246	283	308	+63	25%
		SB	198	186	184	-14	-7%	243	203	232	-11	-4%	218	194	208	-10	-5%
3	Edgware Road	NB	260	216	235	-25	-10%	346	290	291	-55	-16%	305	255	265	-40	-13%
		SB	327	301	271	-56	-17%	433	341	324	-108	-25%	380	314	300	-81	-21%
4	Westway	EB	684	572	637	-47	-7%	571	432	480	-91	-16%	593	474	533	-60	-10%
		WB	318	290	307	-10	-3%	311	288	299	-12	-4%	316	291	307	-9	-3%
5	Exhibition Road	NB	141	115	121	-21	-15%	164	129	138	-26	-16%	156	125	133	-23	-15%
		SB	116	107	113	-3	-3%	138	122	134	-4	-3%	131	117	126	-4	-3%
6	Queen's Gate	NB	113	99	100	-13	-12%	113	102	102	-11	-10%	113	101	102	-11	-10%
		SB	111	95	94	-17	-16%	131	103	102	-28	-22%	124	99	101	-23	-18%
7	Kensington Gore	EB	545	494	499	-46	-8%	651	546	567	-84	-13%	612	537	547	-65	-11%
		WB	478	441	466	-11	-2%	607	544	553	-54	-9%	564	506	523	-41	-7%
8	Kensington Church Street (A4204)	NB	235	113	103	-132	-56%	223	127	96	-127	-57%	235	121	120	-115	-49%
		WB	199	219	232	+33	16%	184	181	190	+6	3%	193	201	208	+15	8%
9	Bayswater Road	EB	608	568	590	-19	-3%	668	594	611	-57	-8%	640	588	606	-34	-5%
		WB	478	474	457	-21	-4%	643	580	561	-82	-13%	574	537	525	-49	-8%
10	Hyde Park Street /Connaught Street / Kendal Street	EB	98	96	95	-3	-3%	120	114	114	-6	-5%	110	105	105	-5	-4%
		WB	103	104	104	+1	1%	115	112	115	-0	0%	110	109	110	+0	0%
11	Sussex Gardens	EB	122	113	112	-11	-9%	134	125	125	-9	-7%	130	121	120	-10	-8%
		WB	153	129	142	-12	-8%	164	140	152	-11	-7%	159	135	147	-12	-8%

Journey Time Route No.	Location	Distance of Route (km)	Direction	Average Vehicle Journey Time - Saturday - August									
				Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
				2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)	2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)
1	Brompton Road	2.1	EB	532	518	585	+53	10%	498	461	524	+26	5%
		2.1	WB	480	438	446	-34	-7%	465	400	420	-45	-10%
2	Park Lane	1.4	NB	244	263	311	+67	28%	233	247	280	+47	20%
		1.3	SB	226	195	237	+11	5%	212	190	213	+1	1%
3	Edgeware Road	1.0	NB	290	239	250	-40	-14%	266	228	232	-34	-13%
		1.0	SB	331	306	312	-19	-6%	307	282	271	-36	-12%
4	Westway	3.9	EB	450	358	398	-52	-12%	419	345	379	-41	-10%
		3.9	WB	259	275	284	+25	10%	256	270	274	+18	7%
5	Exhibition Road	0.7	NB	145	126	134	-11	-8%	137	120	125	-12	-8%
		0.7	SB	122	118	124	+1	1%	120	114	119	-0	0%
6	Queen's Gate	0.7	NB	96	93	96	-0	0%	96	93	93	-3	-3%
		0.7	SB	108	93	95	-13	-12%	107	93	91	-17	-16%
7	Kensington Gore	2.8	EB	524	471	497	-27	-5%	499	451	466	-34	-7%
		2.7	WB	525	483	501	-23	-4%	484	448	464	-20	-4%
8	Kensington Church Street (A4204)	0.8	NB	148	118	88	-60	-41%	142	116	85	-57	-40%
		1.1	WB	178	175	178	-1	0%	178	174	174	-4	-2%
9	Bayswater Road	2.9	EB	552	490	517	-35	-6%	526	465	484	-42	-8%
		3.0	WB	529	487	499	-30	-6%	492	459	462	-31	-6%
10	Hyde Park Street /Connaught Street / Kendal Street	0.5	EB	102	101	102	-0	0%	98	97	97	-1	-1%
		0.5	WB	106	106	109	+3	3%	106	106	108	+2	2%
11	Sussex Gardens	0.7	EB	115	113	113	-2	-2%	112	107	108	-3	-3%
		0.7	WB	139	130	134	-5	-4%	132	124	126	-6	-4%

Journey Time Route No.	Location	Distance of Route (km)	Direction	Average Vehicle Journey Time - Saturday - August									
				Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
				2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)	2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)
1	Brompton Road	2.1	EB	572	501	542	-30	-5%	522	436	487	-34	-7%
		2.1	WB	474	409	424	-50	-11%	447	381	396	-51	-11%
2	Park Lane	1.4	NB	235	238	268	+33	14%	249	233	251	+2	1%
		1.3	SB	196	184	208	+12	6%	193	176	192	-1	-1%
3	Edgeware Road	1.0	NB	253	219	241	-12	-5%	248	219	235	-12	-5%
		1.0	SB	315	275	278	-36	-12%	304	265	265	-39	-13%
4	Westway	3.9	EB	513	363	414	-100	-19%	437	337	368	-68	-16%
		3.9	WB	299	272	274	-25	-8%	287	268	267	-20	-7%
5	Exhibition Road	0.7	NB	131	123	131	+0	0%	127	120	125	-2	-2%
		0.7	SB	125	120	127	+2	1%	123	119	121	-2	-1%
6	Queen's Gate	0.7	NB	96	95	96	-0	0%	93	91	92	-1	-1%
		0.7	SB	98	90	92	-6	-6%	94	89	90	-4	-5%
7	Kensington Gore	2.8	EB	606	523	530	-76	-13%	564	483	489	-75	-13%
		2.7	WB	523	480	490	-33	-6%	492	455	462	-30	-6%
8	Kensington Church Street (A4204)	0.8	NB	162	121	91	-71	-44%	147	118	86	-60	-41%
		1.1	WB	180	174	185	+5	3%	192	175	183	-10	-5%
9	Bayswater Road	2.9	EB	655	533	551	-104	-16%	594	498	518	-75	-13%
		3.0	WB	559	497	501	-58	-10%	535	483	486	-48	-9%
10	Hyde Park Street /Connaught Street / Kendal Street	0.5	EB	98	97	96	-1	-2%	98	97	97	-1	-1%
		0.5	WB	104	104	104	+0	0%	105	103	103	-1	-1%
11	Sussex Gardens	0.7	EB	115	109	108	-7	-6%	112	106	107	-5	-4%
		0.7	WB	125	117	122	-4	-3%	121	113	116	-5	-4%

## Appendix D Detailed Bus Journey Time Analysis – May (seconds/km)

Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - May Weekday (pt. 1 of 3)														
					Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
2	Grosvenor Place	Marble Arch Station	2.0	NB	222	175	242	+20	9%	241	188	304	+63	26%	231	184	270	+40	17%
	Marble Arch Station	Grosvenor Place	1.8	SB	188	147	180	-8	-4%	240	168	178	-62	-26%	223	160	179	-44	-20%
6	Piccadilly	Edgware Road Station	3.2	NB	222	176	230	+8	4%	259	200	273	+14	5%	243	189	250	+7	3%
	Edgware Road Station	Piccadilly	2.7	SB	250	196	232	-17	-7%	265	207	239	-26	-10%	262	198	237	-26	-10%
7	Marble Arch Station	St Marys Hospital	1.7	NB	242	195	231	-11	-5%	281	236	255	-26	-9%	263	215	244	-19	-7%
	St Marys Hospital	Marble Arch Station	1.4	SB	284	117	253	-31	-11%	271	133	284	+13	5%	275	124	275	-0	0%
9	Earls Court Rd	Piccadilly	3.8	EB	266	191	294	+27	10%	283	235	319	+36	13%	281	219	312	+31	11%
	Piccadilly	Earls Court Rd	3.9	WB	252	185	248	-4	-2%	299	246	312	+13	4%	283	221	285	+2	1%
13	Grosvenor Place	Marble Arch Station	1.4	NB	195	154	218	+23	12%	210	178	287	+78	37%	200	165	246	+46	23%
	Marble Arch Station	Grosvenor Place	1.8	SB	190	143	184	-6	-3%	239	161	177	-62	-26%	223	156	181	-41	-19%
14	South Kensington Station	Piccadilly	2.3	EB	325	215	342	+17	5%	351	223	439	+88	25%	343	218	396	+53	15%
	Piccadilly	South Kensington Station	2.4	WB	285	171	278	-7	-2%	337	199	334	-3	-1%	326	187	317	-9	-3%
16	Grosvenor Place	Edgware Road Station	2.9	NB	217	186	234	+17	8%	252	215	290	+38	15%	236	201	258	+22	9%
	Edgware Road Station	Grosvenor Place	3.2	SB	243	192	231	-13	-5%	260	209	231	-28	-11%	256	199	232	-24	-10%
18	Harrow Road	Marylebone Station	2.2	EB	252	192	223	-29	-12%	230	172	202	-27	-12%	235	177	210	-24	-10%
	Marylebone Station	Harrow Road	2.3	WB	187	161	176	-11	-6%	199	168	180	-19	-9%	192	167	178	-14	-7%
23	Earls Court Rd	St Marys Hospital	6.3	NB	251	187	265	+14	6%	281	216	299	+18	6%	270	206	285	+15	6%
	St Marys Hospital	Earls Court Rd	6.4	SB	253	169	242	-11	-4%	299	185	298	-1	0%	282	180	274	-9	-3%
27	Earls Court Rd	Pembridge Rd	1.9	NB	291	227	294	+3	1%	290	233	301	+11	4%	298	232	306	+8	3%
	Pembridge Rd	Earls Court Rd	1.9	SB	329	228	315	-14	-4%	311	213	323	+12	4%	323	225	328	+5	2%



Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - May Weekday (pt. 2 of 3)														
					Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
28	Nottinghill Gate	Queens Gate	1.9	NB	307	221	305	-2	-1%	298	267	301	+3	1%	309	255	312	+3	1%
	Marloes Rd	Marble Arch Station	1.9	SB	333	231	313	-20	-6%	325	240	322	-3	-1%	334	241	327	-7	-2%
36	Marble Arch Station	Marloes Rd	3.0	NB	221	190	229	+8	4%	245	212	273	+28	12%	232	202	247	+15	7%
	Ladbroke Grove	Marble Arch Station	3.3	SB	245	190	168	-77	-31%	265	209	175	-90	-34%	258	200	174	-84	-33%
52	Marble Arch Station	Ladbroke Grove	4.7	EB	266	187	292	+26	10%	273	198	303	+30	11%	275	195	304	+29	11%
	Marble Arch Station	Edgware Rd Station	4.1	WB	249	187	257	+9	3%	285	210	325	+40	14%	274	201	296	+22	8%
70	Edgware Rd Station	Marble Arch Station	1.8	NB	237	179	230	-7	-3%	322	213	366	+43	13%	292	202	297	+5	2%
	Sloane St	Marble Arch Station	2.1	SB	299	183	258	-41	-14%	291	201	259	-33	-11%	300	197	265	-36	-12%
74	Marble Arch Station	Sloane St	4.8	EB	277	191	295	+17	6%	290	201	333	+43	15%	287	198	316	+29	10%
	Ladbroke Grove	Grosvenor Place	5.0	WB	254	174	253	-1	0%	315	196	352	+38	12%	292	188	301	+9	3%
94	Grosvenor Place	Ladbroke Grove	2.9	EB	264	180	262	-1	0%	265	219	265	+1	0%	264	202	266	+1	1%
	Lancaster Gate	Marble Arch Station	3.4	WB	229	165	215	-13	-6%	287	211	267	-20	-7%	262	192	240	-21	-8%
98	Marble Arch Station	Lancaster Gate	1.6	NB	275	227	272	-2	-1%	317	267	301	-17	-5%	299	249	285	-14	-5%
	Earls Court Rd	Pembridge Rd	1.3	SB	324	162	289	-35	-11%	292	160	306	+15	5%	309	154	301	-8	-3%
137	Pembridge Rd	Earls Court Rd	1.9	NB	232	167	277	+46	20%	234	179	413	+179	76%	233	175	345	+112	48%
	South Kensington Station	Queens Gate	2.3	SB	210	160	228	+18	9%	247	168	247	+0	0%	237	166	247	+11	5%
148	Queens Gate	South Kensington Station	4.7	EB	233	165	233	-0	0%	252	188	230	-22	-9%	245	177	232	-14	-6%
	Grosvenor Place	Marble Arch Station	4.8	WB	204	153	209	+5	2%	247	181	250	+3	1%	226	168	226	+1	0%

Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - May Weekday (pt. 3 of 3)														
					Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
274	Lancaster Gate	Marble Arch Station	1.1	EB	168	119	153	-15	-9%	161	133	155	-6	-4%	163	124	155	-9	-5%
	Marble Arch Station	Lancaster Gate	1.5	WB	293	175	253	-41	-14%	384	233	303	-82	-21%	341	212	278	-63	-19%
328	Earls Court Rd	Pembridge Rd	1.8	NB	321	230	317	-4	-1%	349	254	328	-21	-6%	343	246	331	-12	-3%
	Pembridge Rd	Earls Court Rd	1.9	SB	326	222	325	-1	0%	321	231	325	+4	1%	330	231	335	+5	1%
360	South Kensington Station	Queens Gate	1.5	NB	235	192	214	-21	-9%	242	203	219	-23	-9%	241	201	218	-23	-10%
	Queens Gate	South Kensington Station	0.9	SB	202	166	192	-10	-5%	234	183	212	-22	-9%	227	175	201	-26	-11%
390	Grosvenor Place	Marble Arch Station	1.8	NB	212	170	251	+40	19%	226	200	311	+85	37%	217	186	278	+61	28%
	Marble Arch Station	Grosvenor Place	1.8	SB	183	137	181	-2	-1%	241	177	179	-62	-26%	221	160	180	-42	-19%
414	South Kensington Station	Marble Arch	3.2	EB	277	198	295	+18	6%	310	194	386	+75	24%	298	194	342	+44	15%
	Marble Arch	South Kensington Station	3.5	WB	251	172	244	-7	-3%	305	172	283	-22	-7%	291	173	270	-21	-7%
452	Sloane St	Notting Hill Gate	3.5	NB	266	200	279	+13	5%	315	247	374	+58	18%	296	224	328	+32	11%
	Notting Hill Gate	Sloane St	3.5	SB	293	202	336	+43	15%	306	214	324	+18	6%	306	213	339	+34	11%

Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - May Weekend (pt. 1 of 3)									
					Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
2	Grosvenor Place	Marble Arch Station	2.0	NB	218	205	225	+7	3%	205	191	222	+17	8%
	Marble Arch Station	Grosvenor Place	1.8	SB	189	163	160	-29	-15%	180	157	162	-18	-10%
6	Piccadilly	Edgware Road Station	3.2	NB	213	193	242	+29	13%	202	179	225	+23	11%
	Edgware Road Station	Piccadilly	2.7	SB	209	182	250	+41	20%	199	179	229	+30	15%
7	Marble Arch Station	St Marys Hospital	1.7	NB	240	201	261	+22	9%	225	197	247	+22	10%
	St Marys Hospital	Marble Arch Station	1.4	SB	234	116	312	+78	33%	218	110	276	+58	26%
9	Earls Court Rd	Piccadilly	3.8	EB	252	222	273	+21	8%	229	206	249	+20	9%
	Piccadilly	Earls Court Rd	3.9	WB	248	227	239	-9	-3%	227	214	231	+3	1%
13	Grosvenor Place	Marble Arch Station	1.4	NB	188	180	211	+23	12%	179	170	195	+16	9%
	Marble Arch Station	Grosvenor Place	1.8	SB	182	161	161	-21	-12%	173	154	163	-10	-6%
14	South Kensington Station	Piccadilly	2.3	EB	282	214	301	+19	7%	257	204	272	+14	6%
	Piccadilly	South Kensington Station	2.4	WB	302	198	269	-33	-11%	263	185	250	-13	-5%
16	Grosvenor Place	Edgware Road Station	2.9	NB	207	197	237	+30	15%	199	191	227	+28	14%
	Edgware Road Station	Grosvenor Place	3.2	SB	212	195	242	+30	14%	201	191	224	+23	12%
18	Harrow Road	Marylebone Station	2.2	EB	194	160	177	-17	-9%	184	159	173	-11	-6%
	Marylebone Station	Harrow Road	2.3	WB	175	164	169	-6	-3%	167	159	163	-4	-2%
23	Earls Court Rd	St Marys Hospital	6.3	NB	245	207	261	+15	6%	226	192	241	+16	7%
	St Marys Hospital	Earls Court Rd	6.4	SB	247	182	255	+8	3%	229	173	282	+53	23%
27	Earls Court Rd	Pembridge Rd	1.9	NB	263	212	264	+1	0%	244	202	252	+9	4%
	Pembridge Rd	Earls Court Rd	1.9	SB	259	200	279	+19	7%	237	194	258	+22	9%

Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - May Weekend (pt. 2 of 3)									
					Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
28	Nottinghill Gate	Queens Gate	1.9	NB	266	279	281	+15	6%	244	251	260	+16	7%
	Marloes Rd	Marble Arch Station	1.9	SB	274	225	277	+4	1%	249	216	261	+12	5%
36	Marble Arch Station	Marloes Rd	3.0	NB	212	208	221	+9	4%	202	197	219	+17	9%
	Ladbroke Grove	Marble Arch Station	3.3	SB	219	196	164	-54	-25%	207	189	159	-48	-23%
52	Marble Arch Station	Ladbroke Grove	4.7	EB	238	184	261	+23	10%	219	175	245	+27	12%
	Marble Arch Station	Edgware Rd Station	4.1	WB	240	189	239	-1	0%	221	181	238	+17	8%
70	Edgware Rd Station	Marble Arch Station	1.8	NB	231	174	216	-15	-7%	213	167	245	+31	15%
	Sloane St	Marble Arch Station	2.1	SB	232	184	231	-1	-1%	211	169	248	+37	17%
74	Marble Arch Station	Sloane St	4.8	EB	245	201	264	+19	8%	229	192	242	+13	6%
	Ladbroke Grove	Grosvenor Place	5.0	WB	246	193	247	+0	0%	228	184	230	+2	1%
94	Grosvenor Place	Ladbroke Grove	2.9	EB	256	195	282	+26	10%	234	185	247	+13	6%
	Lancaster Gate	Marble Arch Station	3.4	WB	240	192	255	+15	6%	221	184	223	+2	1%
98	Marble Arch Station	Lancaster Gate	1.6	NB	263	229	299	+35	13%	251	222	280	+29	12%
	Earls Court Rd	Pembridge Rd	1.3	SB	249	126	351	+102	41%	233	127	312	+79	34%
137	Pembridge Rd	Earls Court Rd	1.9	NB	227	194	277	+49	22%	213	180	262	+49	23%
	South Kensington Station	Queens Gate	2.3	SB	202	165	200	-2	-1%	189	161	197	+9	5%
148	Queens Gate	South Kensington Station	4.7	EB	224	167	225	+1	1%	208	162	207	-0	0%
	Grosvenor Place	Marble Arch Station	4.8	WB	206	173	215	+9	4%	193	168	201	+8	4%

Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - May Weekend (pt. 3 of 3)									
					Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
274	Lancaster Gate	Marble Arch Station	1.1	EB	185	113	144	-41	-22%	164	113	139	-25	-15%
	Marble Arch Station	Lancaster Gate	1.5	WB	288	221	253	-35	-12%	258	200	236	-22	-9%
328	Earls Court Rd	Pembridge Rd	1.8	NB	296	236	295	-1	0%	266	219	271	+5	2%
	Pembridge Rd	Earls Court Rd	1.9	SB	269	215	289	+20	8%	247	201	271	+23	9%
360	South Kensington Station	Queens Gate	1.5	NB	232	200	218	-15	-6%	219	195	203	-15	-7%
	Queens Gate	South Kensington Station	0.9	SB	211	171	194	-16	-8%	197	169	186	-10	-5%
390	Grosvenor Place	Marble Arch Station	1.8	NB	208	199	232	+23	11%	197	188	221	+24	12%
	Marble Arch Station	Grosvenor Place	1.8	SB	183	174	161	-22	-12%	172	162	158	-14	-8%
414	South Kensington Station	Marble Arch	3.2	EB	253	188	270	+17	7%	231	181	239	+9	4%
	Marble Arch	South Kensington Station	3.5	WB	250	170	225	-25	-10%	228	167	213	-15	-7%
452	Sloane St	Notting Hill Gate	3.5	NB	264	207	280	+15	6%	243	197	266	+23	10%
	Notting Hill Gate	Sloane St	3.5	SB	258	202	295	+36	14%	236	191	272	+36	15%



Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - May Weekend									
					Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)	2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)
2	Grosvenor Place	Marble Arch Station	2.0	NB	437	410	450	+14	3%	410	382	444	+34	8%
	Marble Arch Station	Grosvenor Place	1.8	SB	345	297	292	-53	-15%	328	286	296	-32	-10%
6	Piccadilly	Edgware Road Station	3.2	NB	690	625	784	+93	13%	655	581	730	+75	11%
	Edgware Road Station	Piccadilly	2.7	SB	562	491	673	+111	20%	536	482	616	+80	15%
7	Marble Arch Station	St Marys Hospital	1.7	NB	408	342	445	+37	9%	383	335	420	+38	10%
	St Marys Hospital	Marble Arch Station	1.4	SB	329	163	439	+110	33%	307	155	388	+81	26%
9	Earls Court Rd	Piccadilly	3.8	EB	966	850	1046	+81	8%	878	791	956	+78	9%
	Piccadilly	Earls Court Rd	3.9	WB	968	886	934	-33	-3%	888	835	901	+13	1%
13	Grosvenor Place	Marble Arch Station	1.4	NB	264	253	296	+32	12%	252	239	274	+22	9%
	Marble Arch Station	Grosvenor Place	1.8	SB	332	293	293	-39	-12%	315	280	296	-19	-6%
14	South Kensington Station	Piccadilly	2.3	EB	660	501	703	+43	7%	602	477	635	+33	6%
	Piccadilly	South Kensington Station	2.4	WB	718	471	639	-79	-11%	625	441	595	-30	-5%
16	Grosvenor Place	Edgware Road Station	2.9	NB	609	580	698	+89	15%	586	564	668	+83	14%
	Edgware Road Station	Grosvenor Place	3.2	SB	667	613	762	+95	14%	633	602	707	+74	12%
18	Harrow Road	Marylebone Station	2.2	EB	422	348	385	-36	-9%	400	346	376	-24	-6%
	Marylebone Station	Harrow Road	2.3	WB	406	381	392	-14	-3%	387	369	379	-9	-2%
23	Earls Court Rd	St Marys Hospital	6.3	NB	1553	1309	1651	+98	6%	1429	1218	1528	+99	7%
	St Marys Hospital	Earls Court Rd	6.4	SB	1592	1170	1644	+52	3%	1474	1116	1816	+342	23%
27	Earls Court Rd	Pembridge Rd	1.9	NB	492	396	493	+2	0%	456	378	472	+16	4%
	Pembridge Rd	Earls Court Rd	1.9	SB	496	382	533	+37	7%	452	372	494	+42	9%
	Earls Court Rd	Pembridge Rd	1.9	NB	497	522	525	+28	6%	455	469	486	+30	7%
	Pembridge Rd	Earls Court Rd	1.9	SB	523	431	531	+7	1%	477	413	500	+23	5%
36	Grosvenor Place	St Marys Hospital	3.0	NB	637	626	665	+28	4%	608	592	660	+52	9%
	St Marys Hospital	Grosvenor Place	3.3	SB	718	642	539	-179	-25%	678	620	521	-157	-23%
	Pembridge Rd	Grosvenor Place	4.7	EB	1127	872	1235	+108	10%	1035	827	1161	+126	12%
52	Grosvenor Place	Pembridge Rd	4.1	WB	991	781	988	-3	0%	915	747	986	+71	8%
70	Queens Gate	Notting Hill Gate	1.8	NB	415	312	387	-27	-7%	382	299	438	+56	15%
	Notting Hill Gate	Queens Gate	2.1	SB	476	378	474	-3	-1%	434	347	509	+75	17%
74	Marloes Rd	Marble Arch Station	4.8	EB	1171	960	1260	+89	8%	1096	916	1157	+61	6%
	Marble Arch Station	Marloes Rd	5.0	WB	1229	961	1230	+2	0%	1140	917	1148	+8	1%
94	Ladbroke Grove	Marble Arch Station	2.9	EB	755	573	830	+75	10%	688	546	727	+39	6%
	Marble Arch Station	Ladbroke Grove	3.4	WB	822	657	872	+50	6%	754	629	762	+8	1%
98	Marble Arch Station	Edgware Rd Station	1.6	NB	432	375	490	+58	13%	412	364	460	+48	12%
	Edgware Rd Station	Marble Arch Station	1.3	SB	319	162	449	+130	41%	299	163	400	+101	34%
137	Sloane St	Marble Arch Station	1.9	NB	432	368	525	+94	22%	404	342	497	+93	23%
	Marble Arch Station	Sloane St	2.3	SB	461	377	455	-6	-1%	430	366	449	+19	5%
148	Ladbroke Grove	Grosvenor Place	4.7	EB	1059	792	1064	+6	1%	983	769	981	-2	0%
	Grosvenor Place	Ladbroke Grove	4.8	WB	983	827	1025	+42	4%	920	802	958	+39	4%
274	Lancaster Gate	Marble Arch Station	1.1	EB	197	120	153	-44	-22%	175	121	148	-27	-15%
	Marble Arch Station	Lancaster Gate	1.5	WB	419	322	369	-50	-12%	375	292	343	-32	-9%
328	Earls Court Rd	Pembridge Rd	1.8	NB	544	434	543	-1	0%	491	403	499	+8	2%
	Pembridge Rd	Earls Court Rd	1.9	SB	515	413	554	+39	8%	474	385	519	+44	9%
360	South Kensington Station	Queens Gate	1.5	NB	350	302	328	-22	-6%	330	293	306	-23	-7%
	Queens Gate	South Kensington Station	0.9	SB	197	160	182	-15	-8%	184	158	174	-10	-5%
390	Grosvenor Place	Marble Arch Station	1.8	NB	380	363	422	+43	11%	359	342	402	+43	12%
	Marble Arch Station	Grosvenor Place	1.8	SB	333	316	293	-40	-12%	313	296	288	-25	-8%
414	South Kensington Station	Marble Arch	3.2	EB	808	601	861	+53	7%	737	578	765	+28	4%
	Marble Arch	South Kensington Station	3.5	WB	863	586	778	-85	-10%	786	579	735	-52	-7%
452	Sloane St	Notting Hill Gate	3.5	NB	917	720	971	+54	6%	841	683	923	+81	10%
	Notting Hill Gate	Sloane St	3.5	SB	908	709	1037	+128	14%	830	673	957	+127	15%

## Appendix E Detailed Bus Journey Time Analysis – August (seconds/km)

Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - August Weekday (pt. 1 of 3)														
					Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 %Diff	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 %Diff
2	Grosvenor Place	Marble Arch Station	2.0	NB	216	208	252	+36	17%	266	227	289	+24	9%	240	217	274	+34	14%
	Marble Arch Station	Grosvenor Place	1.8	SB	183	175	174	-9	-5%	205	178	182	-24	-11%	197	176	182	-15	-8%
6	Piccadilly	Edgware Road Station	3.2	NB	226	216	225	-2	-1%	283	245	258	-24	-9%	258	232	246	-12	-5%
	Edgware Road Station	Piccadilly	2.7	SB	260	260	227	-33	-13%	316	266	235	-81	-26%	286	259	234	-53	-18%
7	Marble Arch Station	St Marys Hospital	1.7	NB	261	229	232	-29	-11%	329	264	267	-63	-19%	303	249	253	-50	-16%
	St Marys Hospital	Marble Arch Station	1.4	SB	300	177	269	-31	-10%	384	192	306	-79	-20%	338	181	294	-45	-13%
9	Earls Court Rd	Piccadilly	3.8	EB	239	287	216	-23	-10%	295	307	256	-39	-13%	270	307	241	-29	-11%
	Piccadilly	Earls Court Rd	3.9	WB	236	230	214	-22	-10%	312	259	247	-65	-21%	278	253	235	-43	-16%
13	Grosvenor Place	Marble Arch Station	1.4	NB	188	189	188	-0	0%	215	219	222	+7	3%	201	203	207	+6	3%
	Marble Arch Station	Grosvenor Place	1.8	SB	180	176	188	+8	4%	209	168	183	-27	-13%	195	170	187	-8	-4%
14	South Kensington Station	Piccadilly	2.3	EB	336	357	298	-38	-11%	430	500	335	-95	-22%	372	440	324	-48	-13%
	Piccadilly	South Kensington Station	2.4	WB	256	243	222	-35	-14%	397	310	294	-103	-26%	333	287	270	-63	-19%
16	Grosvenor Place	Edgware Road Station	2.9	NB	223	218	230	+7	3%	279	259	267	-12	-4%	254	238	251	-4	-1%
	Edgware Road Station	Grosvenor Place	3.2	SB	250	249	229	-21	-8%	299	251	231	-68	-23%	274	246	233	-41	-15%
18	Harrow Road	Marylebone Station	2.2	EB	239	205	209	-30	-12%	220	192	202	-18	-8%	225	195	205	-20	-9%
	Marylebone Station	Harrow Road	2.3	WB	187	170	170	-18	-9%	194	178	183	-10	-5%	190	176	177	-12	-7%
23	Earls Court Rd	St Marys Hospital	6.3	NB	242	260	219	-23	-9%	299	286	254	-44	-15%	275	280	242	-33	-12%
	St Marys Hospital	Earls Court Rd	6.4	SB	254	218	226	-27	-11%	327	247	259	-67	-21%	292	237	247	-45	-15%
27	Earls Court Rd	Pembridge Rd	1.9	NB	250	272	242	-8	-3%	278	293	281	+3	1%	270	295	271	+1	1%
	Pembridge Rd	Earls Court Rd	1.9	SB	268	256	255	-13	-5%	299	276	291	-8	-3%	289	277	283	-6	-2%

Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - August Weekday (pt. 2 of 3)														
					Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 %Diff	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 %Diff
28	Nottinghill Gate	Queens Gate	1.9	NB	266	306	264	-1	-1%	296	308	289	-7	-3%	286	318	283	-2	-1%
	Marloes Rd	Marble Arch Station	1.9	SB	279	278	273	-6	-2%	314	291	298	-16	-5%	303	293	295	-8	-3%
36	Marble Arch Station	Marloes Rd	3.0	NB	237	210	221	-16	-7%	282	239	250	-33	-12%	263	226	237	-26	-10%
	Ladbroke Grove	Marble Arch Station	3.3	SB	185	175	167	-18	-10%	223	184	187	-36	-16%	203	178	180	-23	-11%
52	Marble Arch Station	Ladbroke Grove	4.7	EB	243	276	234	-9	-4%	281	278	255	-26	-9%	265	284	249	-16	-6%
	Marble Arch Station	Edgware Rd Station	4.1	WB	234	234	218	-17	-7%	296	262	250	-46	-16%	270	254	239	-31	-12%
70	Edgware Rd Station	Marble Arch Station	1.8	NB	221	204	197	-24	-11%	282	239	258	-24	-9%	259	228	234	-26	-10%
	Sloane St	Marble Arch Station	2.1	SB	248	221	210	-38	-15%	276	217	241	-35	-13%	269	225	233	-35	-13%
74	Marble Arch Station	Sloane St	4.8	EB	275	280	255	-19	-7%	329	355	276	-53	-16%	297	323	271	-26	-9%
	Ladbroke Grove	Grosvenor Place	5.0	WB	233	220	217	-16	-7%	325	271	261	-64	-20%	283	251	247	-36	-13%
94	Grosvenor Place	Ladbroke Grove	2.9	EB	253	221	233	-20	-8%	294	239	265	-30	-10%	275	232	250	-25	-9%
	Lancaster Gate	Marble Arch Station	3.4	WB	206	196	196	-10	-5%	275	236	265	-10	-4%	245	220	232	-13	-5%
98	Marble Arch Station	Lancaster Gate	1.6	NB	282	262	281	-1	0%	345	302	308	-37	-11%	318	283	296	-21	-7%
	Earls Court Rd	Pembridge Rd	1.3	SB	343	228	286	-57	-17%	424	240	302	-122	-29%	382	226	298	-84	-22%
137	Pembridge Rd	Earls Court Rd	1.9	NB	221	273	230	+8	4%	261	268	345	+84	32%	239	267	308	+69	29%
	South Kensington Station	Queens Gate	2.3	SB	200	205	178	-22	-11%	272	227	200	-72	-27%	235	217	191	-44	-19%
148	Queens Gate	South Kensington Station	4.7	EB	222	195	206	-16	-7%	256	208	224	-32	-12%	240	203	218	-22	-9%
	Grosvenor Place	Marble Arch Station	4.8	WB	189	185	186	-3	-2%	248	216	223	-25	-10%	222	202	207	-14	-6%

Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - August Weekday (pt. 3 of 3)														
					Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 %Diff	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 %Diff
274	Lancaster Gate	Marble Arch Station	1.1	EB	258	223	253	-5	-2%	338	241	277	-61	-18%	304	233	267	-37	-12%
	Marble Arch Station	Lancaster Gate	1.5	WB	233	246	259	+25	11%	360	288	327	-33	-9%	302	266	298	-4	-1%
328	Earls Court Rd	Pembridge Rd	1.8	NB	280	307	264	-15	-5%	318	326	307	-11	-3%	305	332	294	-11	-3%
	Pembridge Rd	Earls Court Rd	1.9	SB	291	280	269	-22	-8%	312	287	298	-14	-4%	306	292	293	-14	-4%
360	South Kensington Station	Queens Gate	1.5	NB	225	191	221	-3	-1%	246	200	226	-20	-8%	235	195	224	-11	-5%
	Queens Gate	South Kensington Station	0.9	SB	201	173	184	-17	-8%	242	189	215	-27	-11%	226	183	207	-20	-9%
390	Grosvenor Place	Marble Arch Station	1.8	NB	207	210	256	+49	24%	241	236	298	+57	24%	224	223	282	+58	26%
	Marble Arch Station	Grosvenor Place	1.8	SB	178	171	181	+3	2%	215	184	194	-21	-10%	198	176	190	-7	-4%
414	South Kensington Station	Marble Arch	3.2	EB	282	297	259	-23	-8%	373	416	301	-72	-19%	321	364	286	-35	-11%
	Marble Arch	South Kensington Station	3.5	WB	231	220	204	-27	-12%	344	268	251	-92	-27%	290	251	235	-54	-19%
452	Sloane St	Notting Hill Gate	3.5	NB	251	274	243	-8	-3%	307	310	312	+5	2%	284	292	285	+2	1%
	Notting Hill Gate	Sloane St	3.5	SB	264	316	246	-18	-7%	310	343	276	-34	-11%	291	339	266	-25	-9%



Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - August Weekend (pt. 1 of 3)									
					Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
2	Grosvenor Place	Marble Arch Station	2.0	NB	223	199	269	+46	20%	207	191	250	+43	21%
	Marble Arch Station	Grosvenor Place	1.8	SB	182	164	178	-4	-2%	172	158	165	-7	-4%
6	Piccadilly	Edgware Road Station	3.2	NB	241	218	244	+3	1%	222	210	227	+5	2%
	Edgware Road Station	Piccadilly	2.7	SB	253	239	240	-13	-5%	231	242	225	-6	-3%
7	Marble Arch Station	St Marys Hospital	1.7	NB	300	234	273	-27	-9%	271	233	255	-15	-6%
	St Marys Hospital	Marble Arch Station	1.4	SB	320	166	285	-35	-11%	285	162	265	-19	-7%
9	Earls Court Rd	Piccadilly	3.8	EB	279	240	233	-45	-16%	251	223	214	-37	-15%
	Piccadilly	Earls Court Rd	3.9	WB	260	223	223	-37	-14%	238	210	207	-31	-13%
13	Grosvenor Place	Marble Arch Station	1.4	NB	182	176	190	+8	4%	174	172	180	+6	3%
	Marble Arch Station	Grosvenor Place	1.8	SB	184	162	180	-3	-2%	173	154	166	-7	-4%
14	South Kensington Station	Piccadilly	2.3	EB	318	304	283	-35	-11%	278	281	258	-20	-7%
	Piccadilly	South Kensington Station	2.4	WB	320	237	258	-63	-20%	276	220	231	-45	-16%
16	Grosvenor Place	Edgware Road Station	2.9	NB	244	215	242	-2	-1%	224	214	230	+6	3%
	Edgware Road Station	Grosvenor Place	3.2	SB	246	228	237	-10	-4%	227	229	220	-8	-3%
18	Harrow Road	Marylebone Station	2.2	EB	199	171	184	-14	-7%	186	169	179	-7	-4%
	Marylebone Station	Harrow Road	2.3	WB	172	167	168	-4	-2%	166	160	164	-2	-1%
23	Earls Court Rd	St Marys Hospital	6.3	NB	274	241	233	-40	-15%	248	226	218	-30	-12%
	St Marys Hospital	Earls Court Rd	6.4	SB	270	219	238	-33	-12%	247	206	222	-25	-10%
27	Earls Court Rd	Pembridge Rd	1.9	NB	277	265	262	-15	-6%	253	248	246	-7	-3%
	Pembridge Rd	Earls Court Rd	1.9	SB	263	248	273	+11	4%	241	233	250	+9	4%

Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - August Weekend (pt. 2 of 3)									
					Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
28	Nottinghill Gate	Queens Gate	1.9	NB	299	297	269	-30	-10%	270	268	253	-17	-6%
	Marloes Rd	Marble Arch Station	1.9	SB	273	267	284	+11	4%	251	245	256	+5	2%
36	Marble Arch Station	Marloes Rd	3.0	NB	244	210	234	-10	-4%	227	206	220	-7	-3%
	Ladbroke Grove	Marble Arch Station	3.3	SB	188	164	165	-23	-12%	174	163	157	-17	-10%
52	Marble Arch Station	Ladbroke Grove	4.7	EB	250	222	238	-12	-5%	230	211	219	-11	-5%
	Marble Arch Station	Edgware Rd Station	4.1	WB	244	221	227	-17	-7%	225	211	217	-8	-4%
70	Edgware Rd Station	Marble Arch Station	1.8	NB	217	199	234	+17	8%	202	188	219	+17	9%
	Sloane St	Marble Arch Station	2.1	SB	227	202	229	+3	1%	207	187	206	-1	-1%
74	Marble Arch Station	Sloane St	4.8	EB	266	250	256	-10	-4%	243	233	232	-11	-4%
	Ladbroke Grove	Grosvenor Place	5.0	WB	261	224	233	-28	-11%	237	209	219	-18	-8%
94	Grosvenor Place	Ladbroke Grove	2.9	EB	274	204	233	-41	-15%	245	192	213	-32	-13%
	Lancaster Gate	Marble Arch Station	3.4	WB	258	208	220	-37	-15%	232	199	207	-25	-11%
98	Marble Arch Station	Lancaster Gate	1.6	NB	310	270	321	+10	3%	281	261	291	+10	3%
	Earls Court Rd	Pembridge Rd	1.3	SB	329	197	313	-16	-5%	293	203	288	-5	-2%
137	Pembridge Rd	Earls Court Rd	1.9	NB	237	240	290	+53	22%	219	227	258	+39	18%
	South Kensington Station	Queens Gate	2.3	SB	212	182	183	-29	-14%	196	175	171	-26	-13%
148	Queens Gate	South Kensington Station	4.7	EB	239	183	207	-32	-14%	220	175	193	-28	-13%
	Grosvenor Place	Marble Arch Station	4.8	WB	207	185	200	-7	-3%	193	179	190	-3	-1%

Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - August Weekend (pt. 3 of 3)									
					Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)	2019 (secs/km)	2020 (secs/km)	2021 (secs/km)	Change (secs/km)	2019-2021 Difference (%)
274	Lancaster Gate	Marble Arch Station	1.1	EB	327	216	251	-76	-23%	286	204	228	-58	-20%
	Marble Arch Station	Lancaster Gate	1.5	WB	286	247	282	-4	-1%	249	225	267	+19	7%
328	Earls Court Rd	Pembridge Rd	1.8	NB	292	295	283	-9	-3%	264	273	263	-1	0%
	Pembridge Rd	Earls Court Rd	1.9	SB	275	263	284	+9	3%	254	245	259	+5	2%
360	South Kensington Station	Queens Gate	1.5	NB	328	195	222	-107	-32%	328	186	208	-120	-37%
	Queens Gate	South Kensington Station	0.9	SB	227	179	214	-13	-6%	209	174	196	-13	-6%
390	Grosvenor Place	Marble Arch Station	1.8	NB	208	205	274	+65	31%	195	195	256	+61	31%
	Marble Arch Station	Grosvenor Place	1.8	SB	185	159	175	-10	-5%	172	155	163	-9	-5%
414	South Kensington Station	Marble Arch	3.2	EB	280	263	254	-26	-9%	249	245	233	-16	-7%
	Marble Arch	South Kensington Station	3.5	WB	261	214	220	-42	-16%	235	199	206	-29	-12%
452	Sloane St	Notting Hill Gate	3.5	NB	263	260	275	+12	5%	242	243	255	+13	5%
	Notting Hill Gate	Sloane St	3.5	SB	271	258	259	-12	-4%	246	240	237	-9	-4%



Bus Service No.	Route Start	Route End	Distance of Route (km)	Direction	Average Bus Journey Time - August Weekend									
					Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
					2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)	2019 (secs)	2020 (secs)	2021 (secs)	Change (secs)	2019-2021 Difference (%)
2	Grosvenor Place	Marble Arch Station	2.0	NB	446	397	538	+91	20%	413	382	500	+87	21%
	Marble Arch Station	Grosvenor Place	1.8	SB	331	299	324	-7	-2%	313	288	301	-12	-4%
6	Piccadilly	Edgware Road Station	3.2	NB	781	708	792	+11	1%	720	680	737	+17	2%
	Edgware Road Station	Piccadilly	2.7	SB	680	644	645	-34	-5%	622	651	605	-16	-3%
7	Marble Arch Station	St Marys Hospital	1.7	NB	511	398	465	-46	-9%	461	397	435	-26	-6%
	St Marys Hospital	Marble Arch Station	1.4	SB	450	233	401	-49	-11%	400	229	373	-27	-7%
9	Earls Court Rd	Piccadilly	3.8	EB	1070	921	896	-175	-16%	964	856	822	-142	-15%
	Piccadilly	Earls Court Rd	3.9	WB	1018	870	872	-145	-14%	930	822	810	-120	-13%
13	Grosvenor Place	Marble Arch Station	1.4	NB	256	248	267	+11	4%	245	242	253	+8	3%
	Marble Arch Station	Grosvenor Place	1.8	SB	335	295	328	-6	-2%	316	280	302	-13	-4%
14	South Kensington Station	Piccadilly	2.3	EB	743	711	661	-82	-11%	651	656	604	-47	-7%
	Piccadilly	South Kensington Station	2.4	WB	762	563	613	-149	-20%	656	524	550	-106	-16%
16	Grosvenor Place	Edgware Road Station	2.9	NB	718	634	712	-6	-1%	659	629	677	+18	3%
	Edgware Road Station	Grosvenor Place	3.2	SB	776	719	746	-30	-4%	717	722	693	-24	-3%
18	Harrow Road	Marylebone Station	2.2	EB	432	372	401	-31	-7%	404	368	390	-14	-4%
	Marylebone Station	Harrow Road	2.3	WB	400	389	391	-10	-2%	387	373	382	-5	-1%
23	Earls Court Rd	St Marys Hospital	6.3	NB	1732	1523	1478	-254	-15%	1569	1432	1381	-188	-12%
	St Marys Hospital	Earls Court Rd	6.4	SB	1740	1412	1531	-210	-12%	1593	1327	1429	-164	-10%
27	Earls Court Rd	Pembridge Rd	1.9	NB	518	496	490	-29	-6%	474	464	460	-14	-3%
	Pembridge Rd	Earls Court Rd	1.9	SB	502	475	523	+20	4%	461	445	478	+17	4%
	Earls Court Rd	Pembridge Rd	1.9	NB	559	555	504	-56	-10%	505	502	473	-32	-6%
	Pembridge Rd	Earls Court Rd	1.9	SB	522	510	543	+21	4%	481	469	490	+9	2%
36	Grosvenor Place	St Marys Hospital	3.0	NB	733	631	702	-30	-4%	681	620	660	-21	-3%
	St Marys Hospital	Grosvenor Place	3.3	SB	615	538	540	-74	-12%	569	533	515	-55	-10%
52	Pembridge Rd	Grosvenor Place	4.7	EB	1182	1051	1126	-56	-5%	1088	998	1036	-52	-5%
	Grosvenor Place	Pembridge Rd	4.1	WB	1010	912	940	-70	-7%	930	871	897	-33	-4%
70	Queens Gate	Notting Hill Gate	1.8	NB	388	357	420	+31	8%	362	338	393	+31	9%
	Notting Hill Gate	Queens Gate	2.1	SB	466	414	471	+5	1%	426	384	424	-2	-1%
74	Marloes Rd	Marble Arch Station	4.8	EB	1271	1194	1222	-49	-4%	1160	1113	1110	-50	-4%
	Marble Arch Station	Marloes Rd	5.0	WB	1304	1116	1165	-140	-11%	1183	1041	1093	-90	-8%
94	Ladbroke Grove	Marble Arch Station	2.9	EB	807	600	686	-121	-15%	722	566	628	-94	-13%
	Marble Arch Station	Ladbroke Grove	3.4	WB	882	710	754	-128	-15%	792	679	707	-85	-11%
98	Marble Arch Station	Edgware Rd Station	1.6	NB	509	443	526	+17	3%	461	429	477	+16	3%
	Edgware Rd Station	Marble Arch Station	1.3	SB	422	252	401	-21	-5%	376	260	369	-6	-2%
137	Sloane St	Marble Arch Station	1.9	NB	449	455	550	+101	22%	416	431	490	+73	18%
	Marble Arch Station	Sloane St	2.3	SB	484	415	418	-66	-14%	447	398	389	-59	-13%
148	Ladbroke Grove	Grosvenor Place	4.7	EB	1133	864	980	-153	-14%	1043	829	913	-131	-13%
	Grosvenor Place	Ladbroke Grove	4.8	WB	987	884	953	-34	-3%	921	855	909	-12	-1%
274	Lancaster Gate	Marble Arch Station	1.1	EB	349	231	268	-81	-23%	306	217	244	-62	-20%
	Marble Arch Station	Lancaster Gate	1.5	WB	417	359	411	-6	-1%	363	327	390	+27	7%
328	Earls Court Rd	Pembridge Rd	1.8	NB	537	543	520	-16	-3%	486	503	484	-2	0%
	Pembridge Rd	Earls Court Rd	1.9	SB	527	504	545	+18	3%	486	470	496	+10	2%
360	South Kensington Station	Queens Gate	1.5	NB	495	293	334	-161	-32%	495	281	313	-181	-37%
	Queens Gate	South Kensington Station	0.9	SB	212	167	200	-12	-6%	195	163	183	-12	-6%
390	Grosvenor Place	Marble Arch Station	1.8	NB	379	373	498	+119	31%	355	355	466	+111	31%
	Marble Arch Station	Grosvenor Place	1.8	SB	337	290	319	-18	-5%	314	283	297	-17	-5%
414	South Kensington Station	Marble Arch	3.2	EB	896	842	811	-84	-9%	795	783	743	-52	-7%
	Marble Arch	South Kensington Station	3.5	WB	903	741	759	-144	-16%	813	688	711	-102	-12%
452	Sloane St	Notting Hill Gate	3.5	NB	913	902	956	+43	5%	840	843	884	+43	5%
	Notting Hill Gate	Sloane St	3.5	SB	953	906	910	-43	-4%	866	843	835	-31	-4%

## Appendix F Detailed Vehicle Volume Analysis – May (no. of vehicles)

TfL ATC Ref.	Location	Direction	Vehicle Volume Summary - Weekday (pt. 1 of 2)														
			Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
			2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)
19	A3220 Warwick Road	NWB	1,533	1,199	1,363	-170	-11%	1,570	1,470	1,425	-145	-9%	18,756	15,814	17,239	-1517	-8%
		SEB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21	Brompton Road	NEB	1,351	994	1,296	-55	-4%	1,285	673	1,143	-142	-11%	15,326	9,118	13,925	-1401	-9%
		SWB	1,141	591	1,007	-134	-12%	1,260	906	1,178	-82	-7%	14,551	9,016	13,703	-847	-6%
		2 way	2,492	1,585	2,303	-189	-8%	2,545	1,579	2,321	-225	-9%	29,877	18,134	27,628	-2249	-8%
26	A3220 Earls Court Road	NWB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SEB	1,425	1,355	1,260	-164	-12%	1,516	1,297	1,195	-321	-21%	17,428	14,909	14,710	-2718	-16%
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
158	Wood Lane	NB	383	363	365	-18	-5%	361	445	423	+62	17%	4,947	4,701	4,941	-6	0%
		SB	326	247	331	+5	1%	344	228	367	+23	7%	4,105	2,664	4,276	+171	4%
		2 way	709	610	696	-13	-2%	705	672	790	+85	12%	9,051	7,364	9,216	+165	2%
175	Wood Lane	NB	230	217	245	+14	6%	313	234	333	+20	6%	3,342	2,579	3,474	+132	4%
		SB	428	343	413	-15	-4%	367	384	432	+65	18%	5,034	4,175	5,261	+227	5%
		2 way	658	560	657	-1	0%	680	617	765	+85	12%	8,376	6,754	8,735	+359	4%
209	Baker Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SB	461	423	499	+38	8%	489	381	547	+59	12%	5,750	4,868	6,690	+940	16%
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
210	Piccadilly	EB	1,042	644	813	-229	-22%	966	426	867	-99	-10%	11,371	5,914	9,707	-1665	-15%
		WB	1,353	620	630	-724	-53%	1,670	736	737	-934	-56%	18,620	8,164	8,424	-10196	-55%
		2 way	2,395	1,264	1,443	-953	-40%	2,636	1,162	1,603	-1033	-39%	29,991	14,077	18,131	-11860	-40%
211	A3214	NB	430	143	328	-102	-24%	478	104	406	-72	-15%	5,267	1,384	4,330	-936	-18%
		SB	275	82	171	-104	-38%	393	95	212	-181	-46%	4,131	1,061	2,365	-1767	-43%
		2 way	705	224	499	-206	-29%	871	198	618	-253	-29%	9,398	2,446	6,695	-2703	-29%
227	A501	EB	1,526	1,312	1,360	-166	-11%	1,547	1,500	1,237	-310	-20%	18,118	16,280	15,213	-2905	-16%
		WB	1,879	1,637	1,532	-347	-18%	1,894	1,570	1,521	-372	-20%	22,170	18,056	17,839	-4331	-20%
		2 way	3,406	2,949	2,892	-513	-15%	3,440	3,070	2,758	-683	-20%	40,288	34,335	33,053	-7236	-18%
292	A4 W Cromwell Road (EB)	EB	2,044	1,502	1,911	-133	-6%	1,775	930	1,415	-360	-20%	22,349	12,726	18,888	-3461	-15%
		WB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TfL ATC Ref.	Location	Direction	Vehicle Volume Summary - Weekday (pt. 2 of 2)														
			Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
			2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)
293	A4 W Cromwell Road (WB)	EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		WB	1,868	569	1,158	-710	-38%	2,234	1,179	1,562	-672	-30%	24,738	10,654	16,798	-7941	-32%
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
295	Bayswater Road	EB	665	273	649	-16	-2%	716	324	723	+7	1%	8,192	3,632	8,152	-40	0%
		WB	570	282	601	+30	5%	738	312	670	-68	-9%	7,781	3,612	7,676	-105	-1%
		2 way	1,235	555	1,249	+14	1%	1,454	635	1,393	-61	-4%	15,973	7,244	15,827	-145	-1%
305	A3217 Eaton Square	EB	2,573	1,934	2,404	-169	-7%	2,269	1,211	1,862	-407	-18%	28,368	16,523	23,904	-4465	-16%
		WB	2,542	1,037	1,807	-734	-29%	2,507	1,864	2,224	-283	-11%	30,013	17,436	25,138	-4875	-16%
		2 way	5,115	2,971	4,212	-903	-18%	4,776	3,075	4,086	-690	-14%	58,381	33,958	49,042	-9340	-16%
307	Cromwell Road	EB	1,589	1,015	1,539	-50	-3%	1,303	559	1,111	-192	-15%	16,962	8,316	15,132	-1830	-11%
		WB	1,263	492	1,087	-176	-14%	1,298	990	1,082	-216	-17%	15,855	9,019	14,453	-1402	-9%
		2 way	2,852	1,507	2,626	-225	-8%	2,602	1,548	2,193	-408	-16%	32,817	17,335	29,586	-3232	-10%
310	A4202 (NB)	NB	2,406	1,386	1,388	-1018	-42%	2,671	1,433	1,305	-1365	-51%	30,342	15,720	15,351	-14991	-49%
		SB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
311	A4202 (SB)	NB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		SB	2,419	1,558	2,045	-375	-15%	2,666	1,445	2,124	-542	-20%	29,818	16,818	24,771	-5047	-17%
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
317	Hammersmith Flyover (EB)	EB	2,573	1,934	2,404	-169	-7%	2,269	1,211	1,862	-407	-18%	28,368	16,523	23,904	-4465	-16%
		WB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
318	Hammersmith Flyover (WB)	EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		WB	2,542	1,037	1,807	-734	-29%	2,507	1,864	2,224	-283	-11%	30,013	17,436	25,138	-4875	-16%
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
356	A315 Knightsbridge	EB	552	289	379	-173	-31%	752	289	511	-240	-32%	8,022	3,518	5,426	-2596	-32%
		WB	135	55	85	-50	-37%	136	59	91	-45	-33%	1,566	689	961	-605	-39%
		2 way	687	344	464	-223	-32%	887	349	602	-285	-32%	9,588	4,207	6,387	-3201	-33%

TfL ATC Ref.	Location	Direction	Vehicle Volume Summary - Saturday (pt. 1 of 2)									
			Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
			2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)
19	A3220 Warwick Road	NWB	1,479	1,154	1,437	-42	-3%	17,119	12,502	16,520	-599	-3%
		SEB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-
21	Brompton Road	NEB	1,288	532	1,137	-150	-12%	14,735	6,007	12,325	-2410	-16%
		SWB	1,093	561	1,124	+31	3%	12,600	6,024	12,076	-524	-4%
		2 way	2,380	1,092	2,261	-119	-5%	27,335	12,031	24,401	-2934	-11%
26	A3220 Earls Court Road	NWB	-	-	-	-	-	-	-	-	-	-
		SEB	1,511	1,053	1,292	-218	-14%	17,515	11,793	15,018	-2498	-14%
		2 way	-	-	-	-	-	-	-	-	-	-
158	Wood Lane	NB	503	323	480	-22	-4%	5,617	3,650	5,235	-382	-7%
		SB	421	169	450	+29	7%	4,464	1,915	4,558	94	2%
		2 way	924	493	931	+6	1%	10,081	5,566	9,792	-289	-3%
175	Wood Lane	NB	318	165	289	-29	-9%	3,457	1,896	3,072	-385	-11%
		SB	486	281	523	+37	8%	5,241	3,166	5,447	206	4%
		2 way	804	446	812	+8	1%	8,698	5,063	8,519	-179	-2%
209	Baker Street	NB	-	-	-	-	-	-	-	-	-	-
		SB	486	348	580	+94	19%	5,673	3,957	6,303	630	11%
		2 way	-	-	-	-	-	-	-	-	-	-
210	Piccadilly	EB	999	371	820	-179	-18%	11,216	4,127	8,999	-2217	-20%
		WB	906	515	750	-156	-17%	10,228	5,741	8,002	-2226	-22%
		2 way	1,905	886	1,570	-335	-18%	21,444	9,868	17,001	-4443	-21%
211	A3214	NB	395	129	378	-16	-4%	4,425	1,335	3,988	-437	-10%
		SB	240	156	234	-6	-2%	2,784	1,608	2,375	-408	-15%
		2 way	634	285	612	-22	-3%	7,209	2,943	6,364	-845	-12%
227	A501	EB	1,602	1,013	1,365	-237	-15%	18,761	11,268	15,804	-2957	-16%
		WB	1,804	1,139	1,456	-349	-19%	21,144	12,982	16,951	-4193	-20%
		2 way	3,407	2,151	2,821	-586	-17%	39,905	24,250	32,755	-7150	-18%
292	A4 W Cromwell Road (EB)	EB	1,938	822	1,559	-379	-20%	22,737	9,247	17,159	-5578	-25%
		WB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-



TfL ATC Ref.	Location	Direction	Vehicle Volume Summary - Saturday (pt. 2 of 2)									
			Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
			2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)
293	A4 W Cromwell Road (WB)	EB	-	-	-	-	-	-	-	-	-	-
		WB	1,998	680	1,409	-589	-29%	22,401	7,016	15,145	-7255	-32%
		2 way	-	-	-	-	-	-	-	-	-	-
295	Bayswater Road	EB	655	320	601	-54	-8%	7,287	3,581	6,603	-684	-9%
		WB	575	323	527	-48	-8%	6,390	3,538	5,726	-664	-10%
		2 way	1,230	644	1,128	-102	-8%	13,677	7,119	12,329	-1348	-10%
305	A3217 Eaton Square	EB	2,419	1,080	2,010	-409	-17%	28,997	12,170	22,426	-6571	-23%
		WB	2,582	1,211	2,227	-355	-14%	29,559	12,433	24,487	-5072	-17%
		2 way	5,001	2,291	4,237	-764	-15%	58,556	24,603	46,913	-11643	-20%
307	Cromwell Road	EB	1,345	449	1,236	-109	-8%	15,489	5,060	13,343	-2146	-14%
		WB	1,343	557	1,216	-127	-9%	15,418	5,816	13,029	-2389	-15%
		2 way	2,688	1,007	2,452	-235	-9%	30,908	10,875	26,373	-4535	-15%
310	A4202 (NB)	NB	2,224	878	880	-1344	-60%	24,986	9,901	9,917	-15069	-60%
		SB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-
311	A4202 (SB)	NB	-	-	-	-	-	-	-	-	-	-
		SB	2,317	1,099	1,737	-581	-25%	26,135	12,435	19,914	-6221	-24%
		2 way	-	-	-	-	-	-	-	-	-	-
317	Hammersmith Flyover (EB)	EB	2,419	1,080	2,010	-409	-17%	28,997	12,170	22,426	-6571	-23%
		WB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-
318	Hammersmith Flyover (WB)	EB	-	-	-	-	-	-	-	-	-	-
		WB	2,582	1,211	2,227	-355	-14%	29,559	12,433	24,487	-5072	-17%
		2 way	-	-	-	-	-	-	-	-	-	-
356	A315 Knightsbridge	EB	555	271	406	-149	-27%	6,063	2,981	4,232	-1831	-30%
		WB	101	70	84	-18	-17%	1,146	659	880	-265	-23%
		2 way	657	341	490	-167	-25%	7,209	3,640	5,113	-2096	-29%

TfL ATC Ref.	Location	Direction	Vehicle Volume Summary - Sunday (pt. 1 of 2)									
			Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
			2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)
19	A3220 Warwick Road	NWB	1,491	988	1,428	-63	-4%	17,073	10,646	15,748	-1325	-8%
		SEB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-
21	Brompton Road	NEB	1,254	474	1,034	-220	-18%	13,877	5,326	10,802	-3075	-22%
		SWB	1,076	483	957	-119	-11%	12,142	5,249	10,219	-1923	-16%
		2 way	2,330	956	1,990	-340	-15%	26,019	10,575	21,021	-4998	-19%
26	A3220 Earls Court Road	NWB	-	-	-	-	-	-	-	-	-	-
		SEB	1,544	905	1,372	-172	-11%	17,192	9,862	14,991	-2201	-13%
		2 way	-	-	-	-	-	-	-	-	-	-
158	Wood Lane	NB	452	245	449	-3	-1%	4,919	2,712	4,976	57	1%
		SB	394	141	427	+33	8%	3,835	1,546	4,007	172	4%
		2 way	846	386	877	+30	4%	8,754	4,258	8,983	229	3%
175	Wood Lane	NB	316	156	294	-22	-7%	3,441	1,711	3,095	-346	-10%
		SB	468	224	487	+19	4%	4,712	2,462	4,951	239	5%
		2 way	784	380	781	-3	0%	8,153	4,173	8,046	-107	-1%
209	Baker Street	NB	-	-	-	-	-	-	-	-	-	-
		SB	513	305	486	-27	-5%	5,633	3,333	5,029	-604	-11%
		2 way	-	-	-	-	-	-	-	-	-	-
210	Piccadilly	EB	1,064	361	746	-318	-30%	11,744	4,009	7,958	-3786	-32%
		WB	894	475	634	-260	-29%	9,906	5,379	6,743	-3162	-32%
		2 way	1,957	835	1,380	-577	-29%	21,649	9,388	14,701	-6948	-32%
211	A3214	NB	366	130	274	-93	-25%	4,031	1,345	2,946	-1085	-27%
		SB	284	145	172	-113	-40%	3,173	1,543	1,803	-1370	-43%
		2 way	651	276	445	-206	-32%	7,204	2,888	4,749	-2455	-34%
227	A501	EB	1,590	888	1,413	-177	-11%	17,911	9,884	15,209	-2702	-15%
		WB	1,808	1,000	1,414	-394	-22%	20,891	11,331	15,690	-5201	-25%
		2 way	3,398	1,888	2,827	-571	-17%	38,802	21,215	30,899	-7903	-20%
292	A4 W Cromwell Road (EB)	EB	2,006	736	1,489	-518	-26%	22,452	8,080	15,825	-6627	-30%
		WB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-

TfL ATC Ref.	Location	Direction	Vehicle Volume Summary - Sunday (pt. 2 of 2)									
			Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
			2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)
293	A4 W Cromwell Road (WB)	EB	-	-	-	-	-	-	-	-	-	-
		WB	1,834	566	1,265	-569	-31%	20,018	5,736	13,180	-6838	-34%
		2 way	-	-	-	-	-	-	-	-	-	-
295	Bayswater Road	EB	582	275	568	-13	-2%	6,305	3,063	5,997	-308	-5%
		WB	481	254	453	-29	-6%	5,297	2,849	4,749	-548	-10%
		2 way	1,063	529	1,021	-42	-4%	11,602	5,911	10,746	-856	-7%
305	A3217 Eaton Square	EB	2,556	980	1,938	-619	-24%	28,759	10,808	20,872	-7887	-27%
		WB	2,447	1,040	2,031	-416	-17%	27,704	10,672	21,577	-6127	-22%
		2 way	5,004	2,020	3,969	-1035	-21%	56,463	21,480	42,449	-14014	-25%
307	Cromwell Road	EB	1,313	410	1,145	-168	-13%	14,608	4,520	11,694	-2914	-20%
		WB	1,232	460	1,122	-110	-9%	13,845	4,774	11,784	-2061	-15%
		2 way	2,544	869	2,267	-278	-11%	28,453	9,294	23,478	-4975	-17%
310	A4202 (NB)	NB	1,954	752	767	-1187	-61%	21,129	8,516	8,765	-12364	-59%
		SB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-
311	A4202 (SB)	NB	-	-	-	-	-	-	-	-	-	-
		SB	2,002	962	1,679	-323	-16%	22,179	10,808	17,905	-4274	-19%
		2 way	-	-	-	-	-	-	-	-	-	-
317	Hammersmith Flyover (EB)	EB	2,556	980	1,938	-619	-24%	28,759	10,808	20,872	-7887	-27%
		WB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-
318	Hammersmith Flyover (WB)	EB	-	-	-	-	-	-	-	-	-	-
		WB	2,447	1,040	2,031	-416	-17%	27,704	10,672	21,577	-6127	-22%
		2 way	-	-	-	-	-	-	-	-	-	-
356	A315 Knightsbridge	EB	502	253	352	-150	-30%	5,402	2,709	3,760	-1642	-30%
		WB	385	280	81	-304	-79%	3,960	2,470	610	-3350	-85%
		2 way	887	533	433	-454	-51%	9,362	5,178	4,370	-4991	-53%

## Appendix G Detailed Vehicle Volume Analysis – August (no. of vehicles)

TfL ATC Ref.	Location	Direction	Vehicle Volume Summary - Weekday (pt. 1 of 2)														
			Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
			2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)
19	A3220 Warwick Road	NWB	1,126	1,329	1,322	+196	17%	1,122	1,444	1,484	+362	32%	13,279	17,031	16,938	+3659	28%
		SEB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21	Brompton Road	NEB	1,094	1,036	1,228	+133	12%	1,166	955	1,232	+65	6%	13,534	11,394	14,621	+1087	8%
		SWB	741	819	987	+246	33%	794	1,067	1,339	+546	69%	9,544	11,776	14,503	+4959	52%
		2 way	1,835	1,855	2,214	+379	21%	1,960	2,022	2,571	+611	31%	23,078	23,170	29,124	+6046	26%
26	A3220 Earls Court Road	NWB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		SEB	1,445	1,437	1,147	-298	-21%	1,556	1,454	1,218	-338	-22%	17,657	17,192	13,970	-3687	-21%
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
158	Wood Lane	NB	402	389	363	-39	-10%	507	452	490	-17	-3%	5,500	5,216	5,183	-317	-6%
		SB	303	330	311	+8	3%	351	351	382	+30	9%	4,033	4,105	4,354	+321	8%
		2 way	705	719	675	-30	-4%	858	803	871	+13	2%	9,533	9,322	9,537	+4	0%
175	Wood Lane	NB	234	260	234	-0	0%	329	329	319	-10	-3%	3,399	3,468	3,422	+24	1%
		SB	434	408	414	-20	-5%	458	409	485	+27	6%	5,420	5,095	5,541	+121	2%
		2 way	668	668	647	-20	-3%	787	738	804	+17	2%	8,819	8,564	8,963	+144	2%
209	Baker Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		SB	434	560	513	+79	18%	460	580	556	+96	21%	5,413	7,225	6,815	+1401	26%
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
210	Piccadilly	EB	928	591	933	+5	1%	918	679	1,062	+144	16%	10,366	7,610	11,870	+1505	15%
		WB	904	963	1,042	+137	15%	1,158	1,293	1,406	+248	21%	12,656	14,142	15,337	+2681	21%
		2 way	1,832	1,554	1,975	+143	8%	2,075	1,972	2,468	+393	19%	23,021	21,752	27,207	+4186	18%
211	A3214	NB	345	314	314	-31	-9%	443	376	446	+3	1%	4,691	4,046	4,571	-120	-3%
		SB	209	123	149	-60	-28%	289	139	225	-64	-22%	3,053	1,736	2,381	-672	-22%
		2 way	554	437	464	-90	-16%	732	515	671	-61	-8%	7,744	5,782	6,952	-791	-10%
227	A501	EB	1,436	1,272	1,423	-14	-1%	1,506	1,436	1,482	-24	-2%	17,663	16,504	17,165	-498	-3%
		WB	1,745	1,556	1,523	-222	-13%	1,864	1,568	1,564	-300	-16%	21,199	18,460	18,316	-2883	-14%
		2 way	3,181	2,828	2,946	-236	-7%	3,371	3,004	3,047	-324	-10%	38,861	34,964	35,481	-3381	-9%
292	A4 W Cromwell Road (EB)	EB	2,007	1,807	1,714	-293	-15%	1,839	1,373	1,557	-282	-15%	22,127	17,841	18,622	-3506	-16%
		WB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

TfL ATC Ref.	Location	Direction	Vehicle Volume Summary - Weekday (pt. 2 of 2)														
			Average Hour AM (07:00-10:00)					Average Hour PM (16:00-19:00)					Average Hour Daily (07:00-19:00)				
			2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)
293	A4 W Cromwell Road (WB)	EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		WB	1,495	880	1,095	-400	-27%	1,873	1,815	1,767	-106	-6%	20,633	16,941	18,034	-2598	-13%
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
295	Bayswater Road	EB	634	591	544	-89	-14%	708	647	641	-67	-9%	8,036	7,572	7,288	-748	-9%
		WB	509	411	440	-69	-14%	654	492	545	-109	-17%	7,223	5,608	6,246	-977	-14%
		2 way	1,143	1,002	984	-158	-14%	1,362	1,139	1,186	-176	-13%	15,259	13,180	13,534	-1725	-11%
305	A3217 Eaton Square	EB	2,567	2,129	2,348	-219	-9%	2,370	1,703	2,090	-279	-12%	28,070	21,517	24,925	-3145	-11%
		WB	2,255	1,452	1,732	-523	-23%	2,460	2,361	2,448	-12	0%	28,396	24,203	25,993	-2403	-8%
		2 way	4,822	3,581	4,081	-741	-15%	4,829	4,063	4,539	-291	-6%	56,467	45,720	50,918	-5548	-10%
307	Cromwell Road	EB	1,486	1,300	1,337	-149	-10%	1,269	898	1,127	-142	-11%	16,020	12,318	14,263	-1758	-11%
		WB	1,231	770	973	-258	-21%	1,101	1,448	1,473	+372	34%	14,733	13,982	15,389	+656	4%
		2 way	2,716	2,070	2,310	-407	-15%	2,370	2,346	2,600	+230	10%	30,753	26,300	29,652	-1102	-4%
310	A4202 (NB)	NB	2,062	1,305	1,342	-720	-35%	2,553	1,349	1,514	-1039	-41%	28,155	14,799	17,306	-10849	-39%
		SB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
311	A4202 (SB)	NB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SB	2,205	1,732	1,925	-281	-13%	2,807	1,756	2,223	-584	-21%	30,279	20,793	24,546	-5733	-19%
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
317	Hammersmith Flyover (EB)	EB	2,567	2,129	2,348	-219	-9%	2,370	1,703	2,090	-279	-12%	28,070	21,517	24,925	-3145	-11%
		WB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
318	Hammersmith Flyover (WB)	EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		WB	2,255	1,452	1,732	-523	-23%	2,460	2,361	2,448	-12	0%	28,396	24,203	25,993	-2403	-8%
		2 way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
356	A315 Knightsbridge	EB	466	390	378	-87	-19%	740	584	507	-233	-32%	7,563	6,072	5,707	-1856	-25%
		WB	125	87	99	-26	-21%	133	89	106	-27	-20%	1,516	1,078	1,273	-243	-16%
		2 way	591	477	478	-114	-19%	874	672	613	-261	-30%	9,079	7,149	6,979	-2100	-23%

TfL ATC Ref.	Location	Direction	Vehicle Volume Summary - Saturday (pt. 1 of 2)									
			Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
			2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)
19	A3220 Warwick Road	NWB	1,120	1,418	1,202	+82	7%	13,239	15,965	13,824	585	4%
		SEB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-
21	Brompton Road	NEB	1,116	919	1,182	+66	6%	12,800	10,056	12,800	0	0%
		SWB	806	923	1,188	+382	47%	9,239	10,063	12,724	3485	38%
		2 way	1,922	1,842	2,370	+448	23%	22,039	20,119	25,524	3485	16%
26	A3220 Earls Court Road	NWB	-	-	-	-	-	-	-	-	-	-
		SEB	1,460	1,369	1,192	-268	-18%	16,983	15,468	13,784	-3199	-19%
		2 way	-	-	-	-	-	-	-	-	-	-
158	Wood Lane	NB	504	466	449	-55	-11%	5,549	5,226	4,997	-552	-10%
		SB	417	349	421	+4	1%	4,359	3,743	4,349	-11	0%
		2 way	921	814	871	-51	-6%	9,908	8,969	9,346	-562	-6%
175	Wood Lane	NB	287	276	295	+8	3%	3,160	3,057	3,213	53	2%
		SB	498	464	503	+5	1%	5,316	5,038	5,344	28	1%
		2 way	785	739	798	+13	2%	8,476	8,094	8,557	81	1%
209	Baker Street	NB	-	-	-	-	-	-	-	-	-	-
		SB	458	580	594	+137	30%	5,341	6,303	6,454	1113	21%
		2 way	-	-	-	-	-	-	-	-	-	-
210	Piccadilly	EB	894	631	953	+59	7%	10,253	6,938	10,442	188	2%
		WB	857	1,096	1,244	+388	45%	9,878	11,872	13,285	3406	34%
		2 way	1,750	1,727	2,197	+447	26%	20,132	18,810	23,726	3595	18%
211	A3214	NB	316	338	473	+157	50%	3,549	3,486	4,883	1334	38%
		SB	235	208	251	+16	7%	2,552	2,105	2,590	38	1%
		2 way	551	546	724	+173	31%	6,101	5,590	7,473	1371	22%
227	A501	EB	1,554	1,401	1,514	-39	-3%	18,184	15,392	17,175	-1009	-6%
		WB	1,737	1,454	1,522	-215	-12%	20,328	16,750	17,592	-2736	-13%
		2 way	3,291	2,854	3,036	-254	-8%	38,511	32,142	34,767	-3744	-10%
292	A4 W Cromwell Road (EB)	EB	1,906	1,455	1,584	-322	-17%	22,037	15,859	17,527	-4510	-20%
		WB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-

TfL ATC Ref.	Location	Direction	Vehicle Volume Summary - Saturday (pt. 2 of 2)									
			Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
			2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)
293	A4 W Cromwell Road (WB)	EB	-	-	-	-	-	-	-	-	-	-
		WB	1,573	1,269	1,490	-83	-5%	17,764	13,149	15,849	-1915	-11%
		2 way	-	-	-	-	-	-	-	-	-	-
295	Bayswater Road	EB	632	546	570	-62	-10%	7,005	5,950	6,268	-737	-11%
		WB	555	433	478	-77	-14%	6,022	4,762	5,108	-914	-15%
		2 way	1,187	979	1,048	-139	-12%	13,027	10,712	11,376	-1651	-13%
305	A3217 Eaton Square	EB	2,363	1,770	2,086	-277	-12%	27,363	19,574	23,260	-4103	-15%
		WB	2,264	2,029	2,168	-96	-4%	26,005	21,063	23,533	-2473	-10%
		2 way	4,627	3,799	4,254	-373	-8%	53,368	40,636	46,792	-6576	-12%
307	Cromwell Road	EB	1,246	887	1,119	-127	-10%	14,292	9,437	12,185	-2107	-15%
		WB	1,221	1,028	1,273	+52	4%	13,967	10,748	13,611	-356	-3%
		2 way	2,466	1,915	2,392	-74	-3%	28,259	20,185	25,796	-2463	-9%
310	A4202 (NB)	NB	2,177	826	1,382	-794	-36%	24,484	9,321	15,681	-8803	-36%
		SB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-
311	A4202 (SB)	NB	-	-	-	-	-	-	-	-	-	-
		SB	2,234	1,607	1,828	-405	-18%	25,508	17,569	21,020	-4489	-18%
		2 way	-	-	-	-	-	-	-	-	-	-
317	Hammersmith Flyover (EB)	EB	2,363	1,770	2,086	-277	-12%	27,363	19,574	23,260	-4103	-15%
		WB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-
318	Hammersmith Flyover (WB)	EB	-	-	-	-	-	-	-	-	-	-
		WB	2,264	2,029	2,168	-96	-4%	26,005	21,063	23,533	-2473	-10%
		2 way	-	-	-	-	-	-	-	-	-	-
356	A315 Knightsbridge	EB	517	376	415	-103	-20%	5,739	4,080	4,481	-1258	-22%
		WB	100	84	86	-15	-15%	1,146	891	892	-254	-22%
		2 way	618	461	501	-117	-19%	6,884	4,971	5,373	-1512	-22%

TfL ATC Ref.	Location	Direction	Vehicle Volume Summary - Sunday (pt. 1 of 2)									
			Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
			2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)
19	A3220 Warwick Road	NWB	1,076	1,393	1,310	+234	22%	12,049	15,088	14,705	2656	22%
		SEB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-
21	Brompton Road	NEB	995	831	1,128	+132	13%	11,009	8,714	11,716	707	6%
		SWB	815	779	1,000	+185	23%	8,901	8,288	10,907	2007	23%
		2 way	1,810	1,611	2,128	+317	18%	19,910	17,002	22,623	2713	14%
26	A3220 Earls Court Road	NWB	-	-	-	-	-	-	-	-	-	-
		SEB	1,269	1,294	1,182	-88	-7%	14,144	14,173	13,136	-1007	-7%
		2 way	-	-	-	-	-	-	-	-	-	-
158	Wood Lane	NB	439	412	425	-14	-3%	4,812	4,550	4,760	-52	-1%
		SB	376	328	394	+17	5%	3,711	3,240	3,796	85	2%
		2 way	816	739	819	+3	0%	8,524	7,790	8,556	33	0%
175	Wood Lane	NB	313	251	276	-37	-12%	3,401	2,716	3,002	-399	-12%
		SB	448	435	474	+26	6%	4,527	4,533	4,856	329	7%
		2 way	761	687	750	-11	-2%	7,928	7,249	7,858	-70	-1%
209	Baker Street	NB	-	-	-	-	-	-	-	-	-	-
		SB	483	503	549	+66	14%	5,305	5,291	5,552	247	5%
		2 way	-	-	-	-	-	-	-	-	-	-
210	Piccadilly	EB	930	585	812	-118	-13%	10,063	6,120	8,719	-1344	-13%
		WB	900	934	855	-45	-5%	9,985	9,879	9,398	-587	-6%
		2 way	1,829	1,519	1,667	-163	-9%	20,047	15,999	18,117	-1930	-10%
211	A3214	NB	360	194	344	-16	-5%	4,009	2,347	3,568	-440	-11%
		SB	320	164	203	-117	-37%	3,404	1,634	2,050	-1354	-40%
		2 way	680	358	546	-133	-20%	7,413	3,981	5,618	-1794	-24%
227	A501	EB	1,597	1,245	1,499	-98	-6%	17,754	13,661	16,122	-1632	-9%
		WB	1,739	1,373	1,499	-240	-14%	19,989	15,339	16,498	-3492	-17%
		2 way	3,337	2,617	2,998	-339	-10%	37,743	29,000	32,619	-5124	-14%
292	A4 W Cromwell Road (EB)	EB	1,863	1,352	1,581	-282	-15%	20,843	13,965	16,840	-4004	-19%
		WB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-



TfL ATC Ref.	Location	Direction	Vehicle Volume Summary - Sunday (pt. 2 of 2)									
			Average Hour IP (10:00-16:00)					Average Hour Daily (07:00-19:00)				
			2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)	2018 (Vehicles)	2020 (Vehicles)	2021 (Vehicles)	Change 2018 to 2021 (Vehicles)	Change 2018 to 2021 (%)
293	A4 W Cromwell Road (WB)	EB	-	-	-	-	-	-	-	-	-	-
		WB	1,375	1,058	1,252	-123	-9%	15,289	10,944	13,395	-1894	-12%
		2 way	-	-	-	-	-	-	-	-	-	-
295	Bayswater Road	EB	587	469	523	-64	-11%	6,510	5,132	5,663	-847	-13%
		WB	487	387	406	-82	-17%	5,446	4,140	4,402	-1044	-19%
		2 way	1,075	856	929	-146	-14%	11,956	9,272	10,065	-1891	-16%
305	A3217 Eaton Square	EB	2,219	1,676	2,046	-173	-8%	24,735	17,544	22,026	-2709	-11%
		WB	2,044	1,783	1,917	-127	-6%	22,859	18,556	20,946	-1912	-8%
		2 way	4,263	3,460	3,963	-299	-7%	47,594	36,100	42,972	-4622	-10%
307	Cromwell Road	EB	1,267	806	1,104	-163	-13%	14,103	8,331	11,449	-2654	-19%
		WB	1,159	854	1,083	-76	-7%	13,177	8,957	11,717	-1460	-11%
		2 way	2,426	1,660	2,187	-239	-10%	27,280	17,287	23,167	-4113	-15%
310	A4202 (NB)	NB	1,890	742	1,325	-565	-30%	20,529	8,364	14,261	-6268	-31%
		SB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-
311	A4202 (SB)	NB	-	-	-	-	-	-	-	-	-	-
		SB	2,027	1,338	1,711	-316	-16%	22,543	14,825	18,839	-3703	-16%
		2 way	-	-	-	-	-	-	-	-	-	-
317	Hammersmith Flyover (EB)	EB	2,219	1,676	2,046	-173	-8%	24,735	17,544	22,026	-2709	-11%
		WB	-	-	-	-	-	-	-	-	-	-
		2 way	-	-	-	-	-	-	-	-	-	-
318	Hammersmith Flyover (WB)	EB	-	-	-	-	-	-	-	-	-	-
		WB	2,044	1,783	1,917	-127	-6%	22,859	18,556	20,946	-1912	-8%
		2 way	-	-	-	-	-	-	-	-	-	-
356	A315 Knightsbridge	EB	492	341	422	-70	-14%	5,401	3,660	4,508	-893	-17%
		WB	340	204	75	-265	-78%	3,279	1,762	536	-2743	-84%
		2 way	832	545	497	-335	-40%	8,680	5,423	5,044	-3636	-42%