Camden Good Yard – LBC Application Ref: 2017/3847/P

Summary of changes to bus delays

As per TfL's recent request, the following **Table 1.1** summarises the change in bus delays on each route highlighted within TfL's comments. These figures are based on the average delay (seconds per pcu) at the existing Chalk Farm Road signal junctions (taking into account delays at both junctions), compared with the average delay at the proposed signal-controlled layout. The table shows the change for both the opening year traffic flows generated by the development, as well as for the reduced flows that take into account the proposed Travel Plan measures for the development.

Route	Direction	AM		PM	
		Proposed	**Proposed w/ TP**	**Proposed**	**Proposed w/ TP**
24	Eastbound	-1.7	-5.4	-16.2	-15.4
	Northbound	+3.9	+6.7	**+37.7**	+27.2
31	Eastbound	-4.6	-0.4	+5.2	+1.3
	Westbound	+1.4	+4.2	**+34.8**	+24.3
168	Eastbound	-4.6	-0.4	+5.2	+1.3
	Westbound	+1.4	+4.2	**+34.8**	+24.3
27	Eastbound	-2.0	-10.0	**+70.2**	+24.9
	Southbound	+3.9	+6.7	**+37.7**	+27.2
393	Southbound	-26.4	-22.2	-31.6	-35.5
	Westbound	+18.9	+10.9	**+92.0**	**+46.7**

Table 1.1: Summary of changes to bus delays at the Chalk Farm Road signal junction

The above table highlights specific routes where the overall delay to a particular service would increase by 30 seconds or more. For each instance highlighted above the following details provide further commentary on the potential impacts:

- **Route 24 Northbound** – Whilst the delay in the PM peak would increase by 37.7 seconds based on the baseline development flows, once Travel Plan reductions have been achieved this would reduce to 27.2 seconds. Furthermore, there would be a reduced delay for eastbound services in both peak hours, as well as a small reduction for northbound services in the AM Peak.
- **Routes 31 & 168 Westbound** – The delays in the PM peak would increase by 34.8 seconds based on the baseline development flows, however once Travel Plan reductions have been achieved this would reduce to 24.3 seconds. Furthermore, the change in the AM Peak would be minimal, as would the changes for eastbound services.
- **Route 27 Eastbound** – The delay in the PM Peak would increase by 70.2 seconds, however this would reduce significantly to 24.9 seconds once Travel Plan targets for the development have been achieved. Furthermore, these delays would be specific to the PM Peak only, with minor reductions in the AM Peak.
- **Route 27 Westbound** – The delay in the PM Peak would increase by 37.7 seconds, however this would reduce to 27.2 seconds once Travel Plan targets for the development have been achieved. Furthermore, these delays would be specific to the PM Peak only, with only minor increases in the PM Peak.

- **Route 393 Westbound** – Whilst the delay would initially increase by 92 seconds, the Travel Plan would then reduce this to an increase of 46.7 seconds. In addition, there would be a notable reduction in delays for inbound 393 services to the site during the PM Peak of circa 30 seconds, which would result in a negligible overall change to delays on this route.