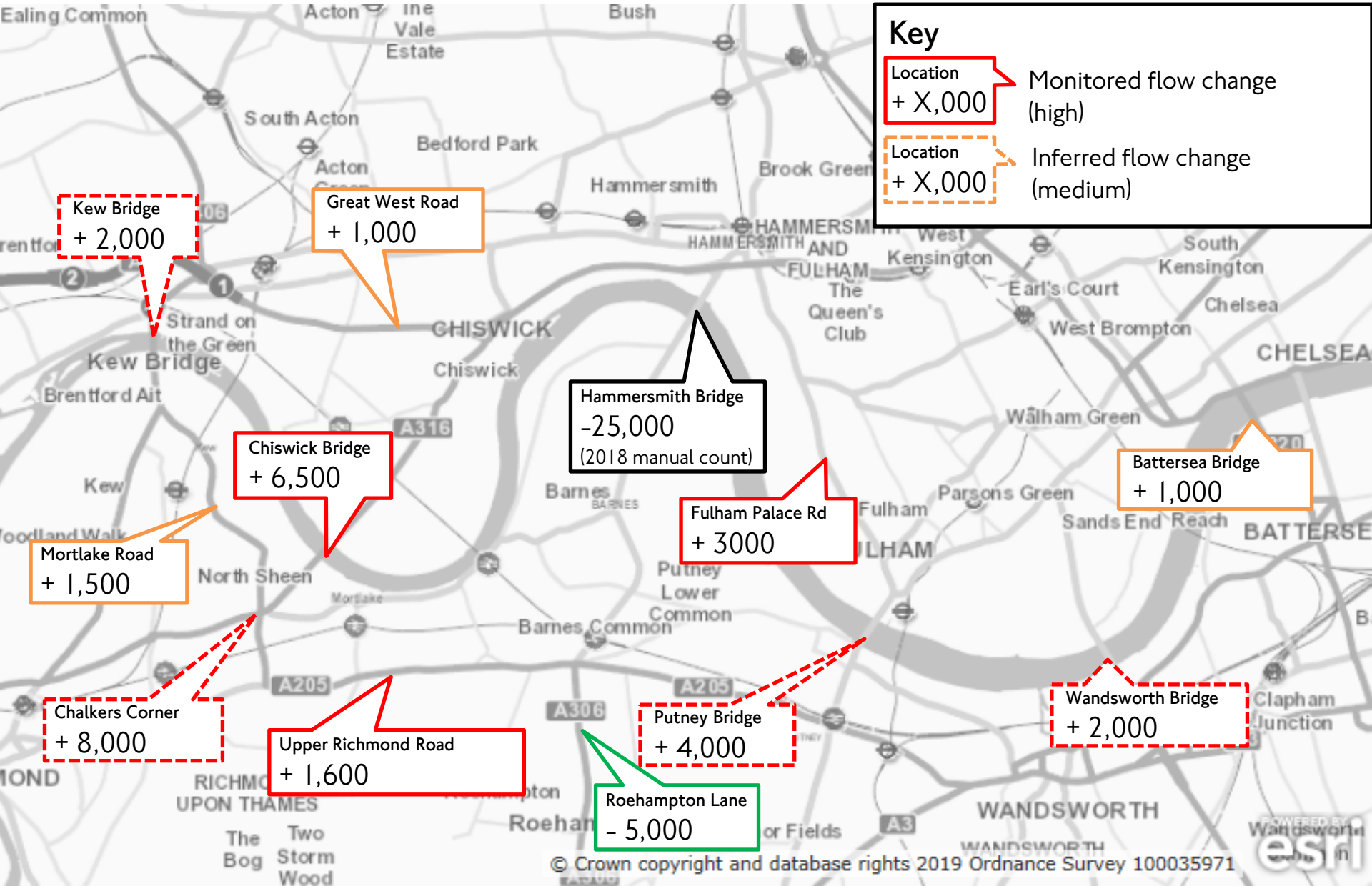
Estimated average daily (24 hour) traffic flow changes since the bridge closure, based on automatic (motorised) traffic counters

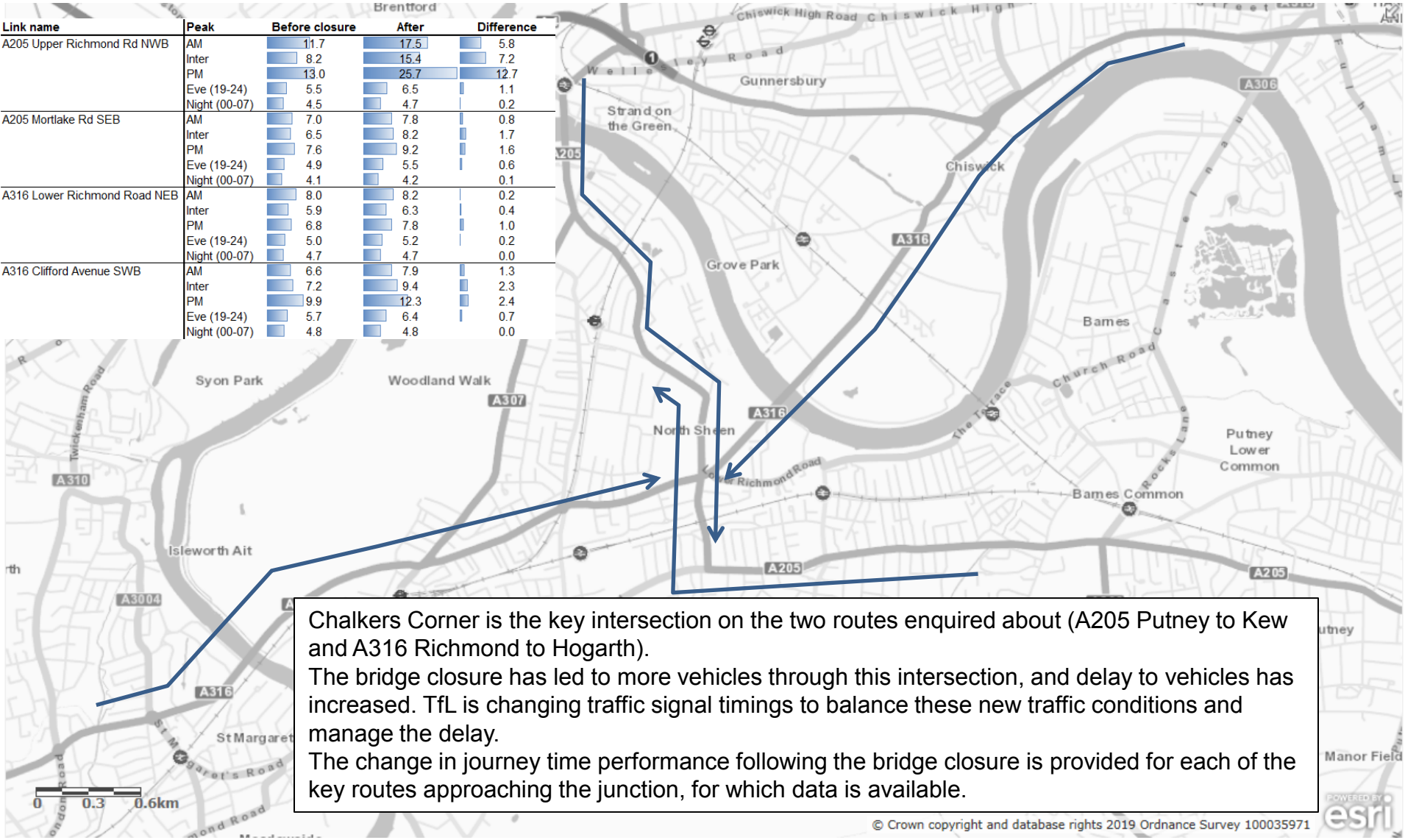
(comparing 11th April to 12th July 2019 with 3rd Sep 2018 to 10th April 2019)



Average changes in 2019 weekday journey times (in minutes), for general traffic, since the bridge closure, approaching Chalkers Corner, based on automatic number plate recognition camera data

(comparing 11th April to 12th July 2019 with 1st January to 10th April 2019)

Link name	Peak	Before closure	After	Difference
A205 Upper Richmond Rd NWB	AM	11.7	17.5	5.8
	Inter	8.2	15.4	7.2
	PM	13.0	25.7	12.7
	Eve (19-24)	5.5	6.5	1.1
	Night (00-07)	4.5	4.7	0.2
A205 Mortlake Rd SEB	AM	7.0	7.8	0.8
	Inter	6.5	8.2	1.7
	PM	7.6	9.2	1.6
	Eve (19-24)	4.9	5.5	0.6
	Night (00-07)	4.1	4.2	0.1
A316 Lower Richmond Road NEB	AM	8.0	8.2	0.2
	Inter	5.9	6.3	0.4
	PM	6.8	7.8	1.0
	Eve (19-24)	5.0	5.2	0.2
	Night (00-07)	4.7	4.7	0.0
A316 Clifford Avenue SWB	AM	6.6	7.9	1.3
	Inter	7.2	9.4	2.3
	PM	9.9	12.3	2.4
	Eve (19-24)	5.7	6.4	0.7
	Night (00-07)	4.8	4.8	0.0



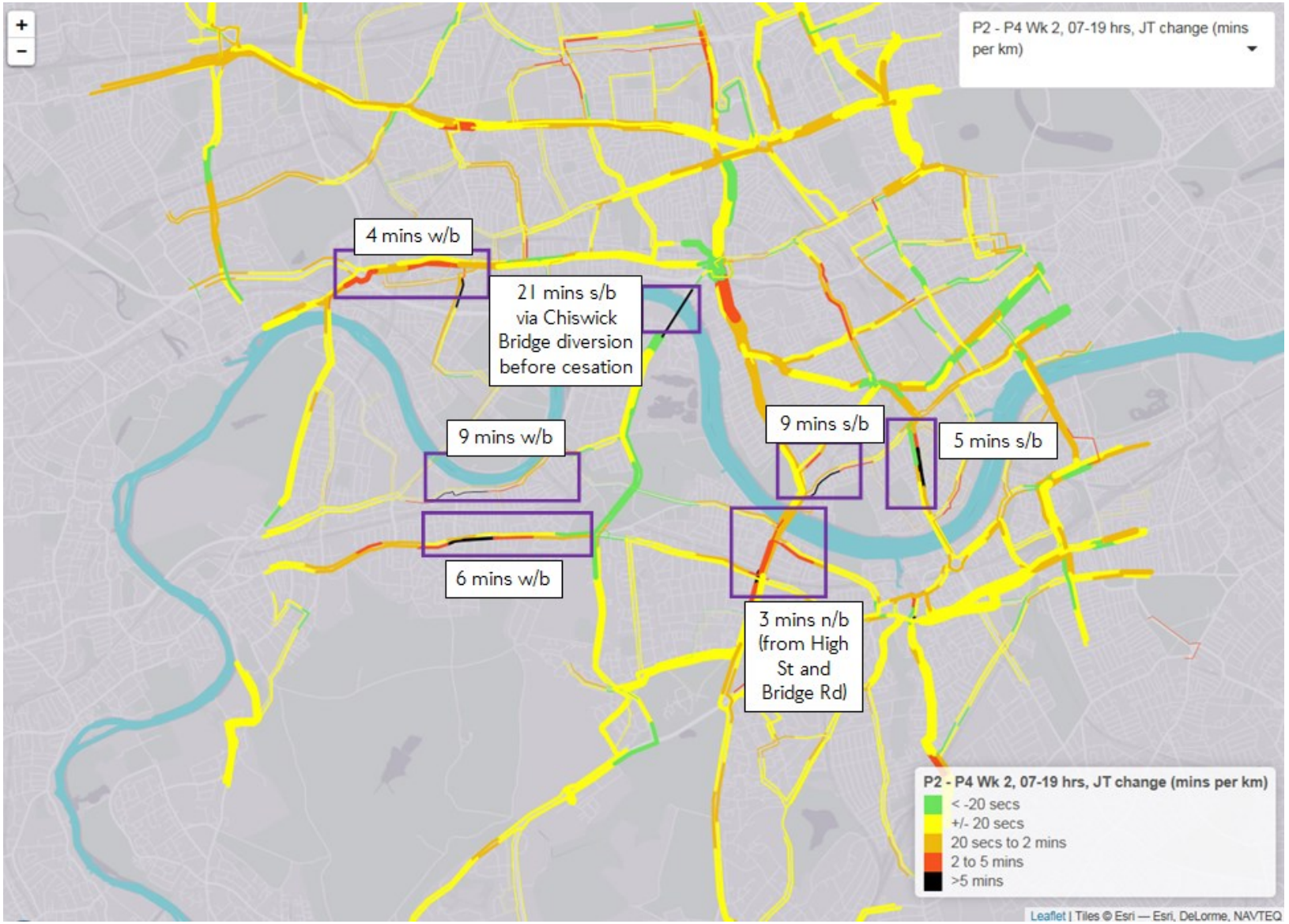
Chalkers Corner is the key intersection on the two routes enquired about (A205 Putney to Kew and A316 Richmond to Hogarth).

The bridge closure has led to more vehicles through this intersection, and delay to vehicles has increased. TfL is changing traffic signal timings to balance these new traffic conditions and manage the delay.

The change in journey time performance following the bridge closure is provided for each of the key routes approaching the junction, for which data is available.

Average changes in weekday bus journey times (in minutes per km), between 07:00 and 19:00, since the bridge closure, with section journey times changes (in minutes) at key bottlenecks highlighted, based on iBus data

(comparing 29th April to 5th July 2019 with the equivalent period in 2018)



Additional explanatory information about data collection

Automatic traffic counters (ATCs)

ATCs utilise loop inductors to detect the number of vehicles passing over them. TfL has a strategic set of ATCs to help estimate changes in flow across London.

Where flows have been directly recorded in the Hammersmith area we have labelled them with an unbroken box.

Due to the limited number of ATCs, we have had to infer flow changes at some key locations based on the known ATC data, expected routing and delays measured. These locations are labelled with a dashed box.

Automatic Number Plate Recognition (ANPR) cameras

ANPR cameras are used to enforce area-based charging schemes. TfL also uses these cameras to calculate journey times on London's key routes.

TfL combines anonymised data from these enforcement cameras with data from a smaller set of additional monitoring cameras to estimate the journey times between pairs of cameras, as per the example.

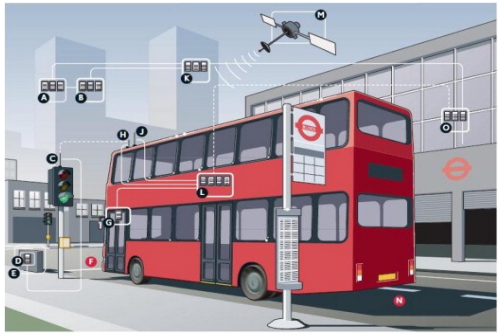
NO PL1: 14:46:10

Journey time = 6:10

NO PL1: 14:52:20

iBus data

All TfL buses are equipped with the iBus system which utilised GPS technology to track bus locations. This location data is used to calculate average bus journey times between bus stops.



Key

- Bus priority fault detection and performance monitoring reports
- System databases
- Bus priority radio link
- Bus processor (contained within traffic signal controller)
- Traffic signal controller
- Bus detection points
- Bus door sensor
- GPS receiver
- Central system server (located remotely)
- iBIS plus unit
- GPS satellites
- Bus garage (when bus is in garage, it is linked to the central system server to send and receive bus priority data)