

Annex B

B1 – Average travel times from GPS 'Traffic Master Ltd' dataset

B2 - Update of travel times from Traffic Master data set

B3 - Bus reliability and journey times

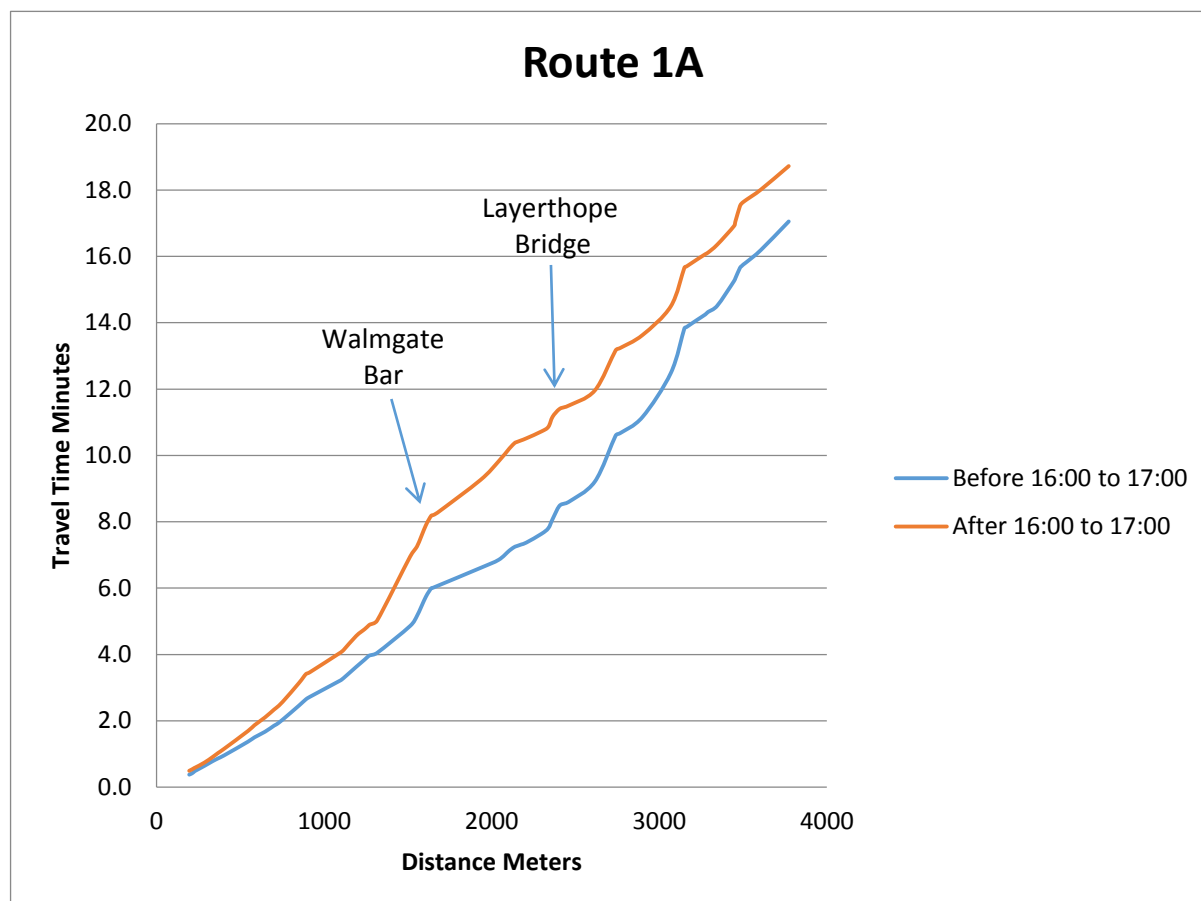
B4 – Park & Ride Travel Times

B5 – Automatic Traffic Count Data

Annex B1: Average Travel times from GPS 'Traffic Master Ltd' dataset.

Time v Distance plots showing average journey times over the route before the trial Oct and Nov 2012 compared to after (during) the trial Oct and Nov 2013. All data is from the 'TrafficMaster Ltd' data source for weekdays only. The divergence and convergence of the lines show where travel times are changing. The slope of the lines shows the average speed the steeper the slope the slower the average speed.

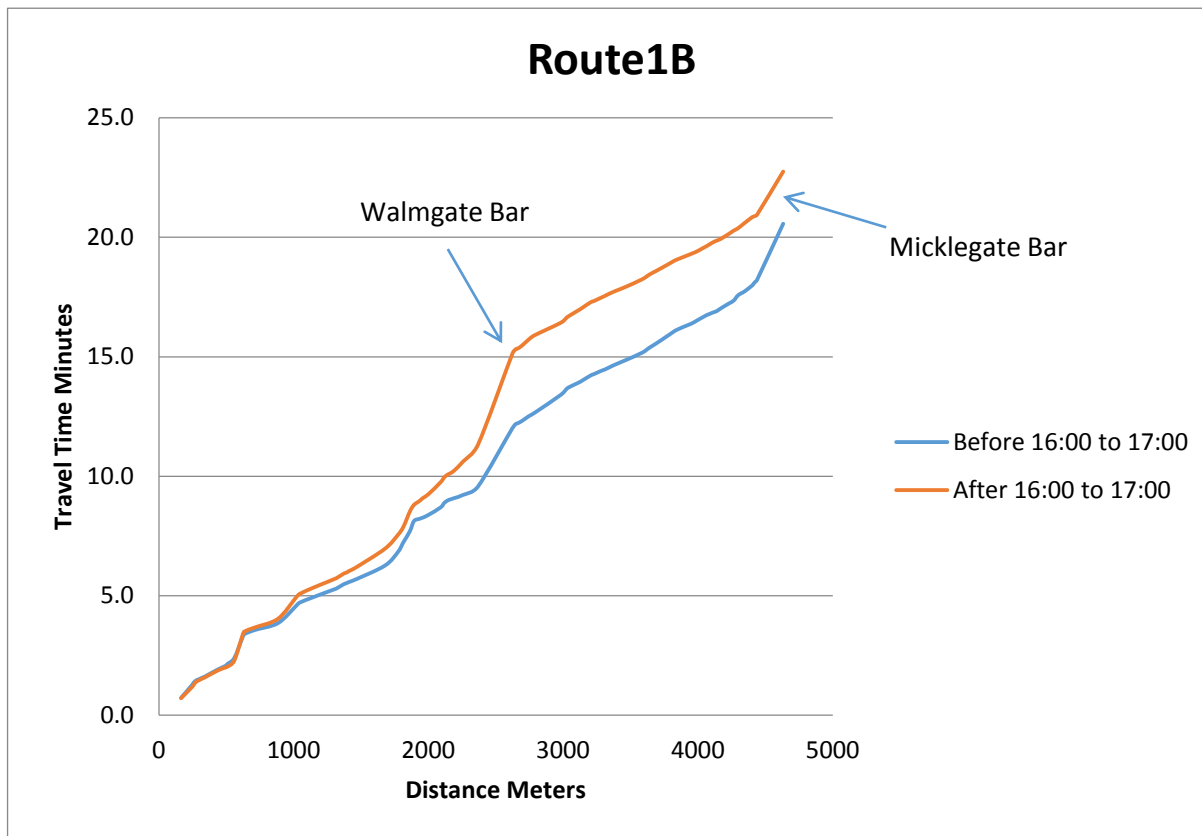
Route1A - Micklegate Bar traffic signals to the Hospital via Nunnery Lane, Skeldergate Bridge, Foss Islands Road and Lord Mayors Walk. Distance 3.7km/2.3miles.



Route 1A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	10.2	14.2	13.1	13.3	14.5	13.5	14.3	14.7	16.5	17.1	15.8	12.2
After	11.3	16.9	14.9	15.1	14.2	14.0	15.1	15.4	16.4	18.7	21.3	14.2
Difference	1.1	2.6	1.8	1.8	-0.4	0.5	0.9	0.7	0.0	1.7	5.5	2.0

Additional delay is picked up at Walmgate Bar and Layerthorpe Bridge, with time recovered at the Lord Mayors Walk / Clarence Street traffic signals. Overall change in average travel time during closure period is less than 2 minutes. The 5.5 minute increase between 17:00 and 18:00 seems also to be attributable to the Lendal Bridge restriction.

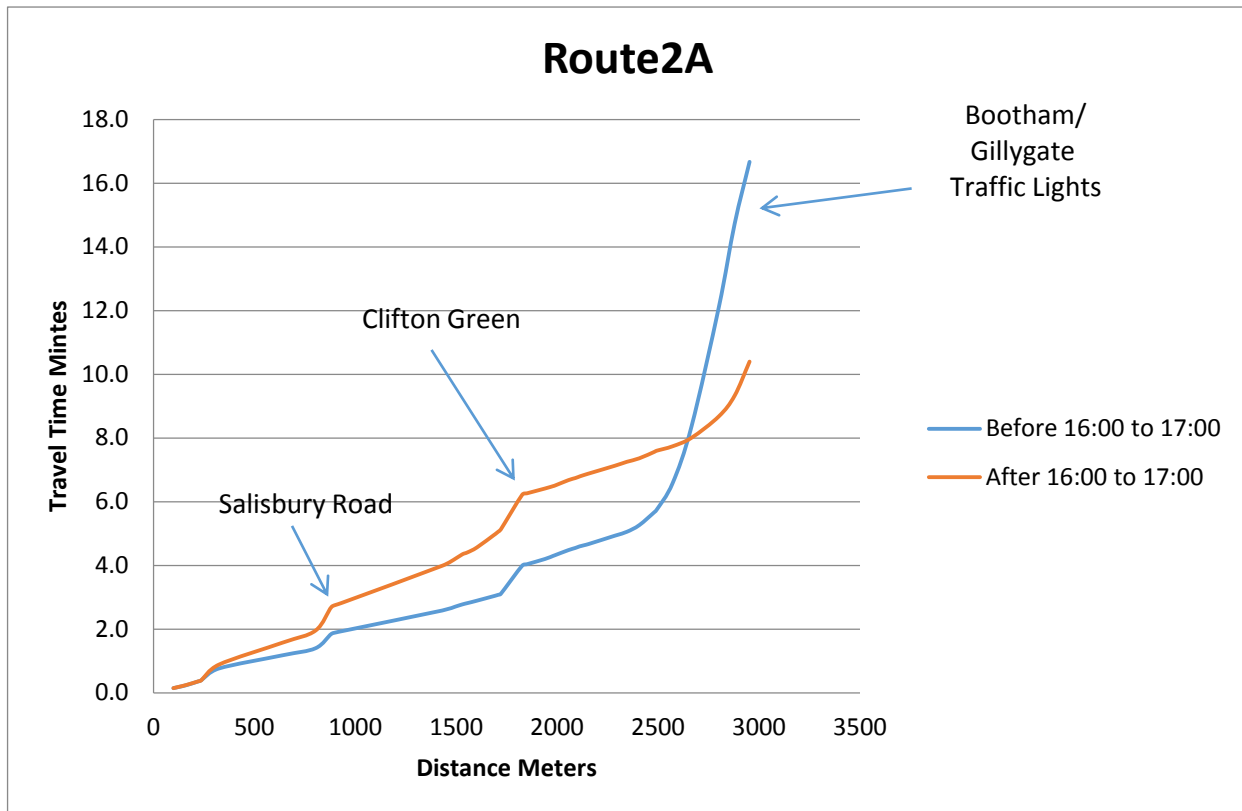
Route 1B: Hospital to Micklegate Bar via Clarence Street, Monkgate, Foss Bank, Foss Islands Road, Skeldergate Bridge and Nunnery Lane. Distance 4.6km/2.9miles.



Route1B	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	12.5	18.4	17.4	17.7	17.1	17.7	18.9	19.3	21.1	20.6	20.1	16.4
After	13.6	18.7	17.3	17.9	16.7	16.8	16.8	17.7	20.1	22.8	24.3	18.1
Difference	1.1	0.3	-0.1	0.1	-0.4	-0.9	-2.1	-1.7	-1.0	2.2	4.2	1.7

Additional delay is picked up at Layerthorpe Bridge and Walmgate Bar time is saved at Clarence Street and at Walmgate Bar. For much of the day the net change in travel time is improved although between 16:00 and 17:00 there is a worsening of 2.2 minutes. Again the 4.2minute increase between 17:00 and 18:00 seems also to be attributable to the trial.

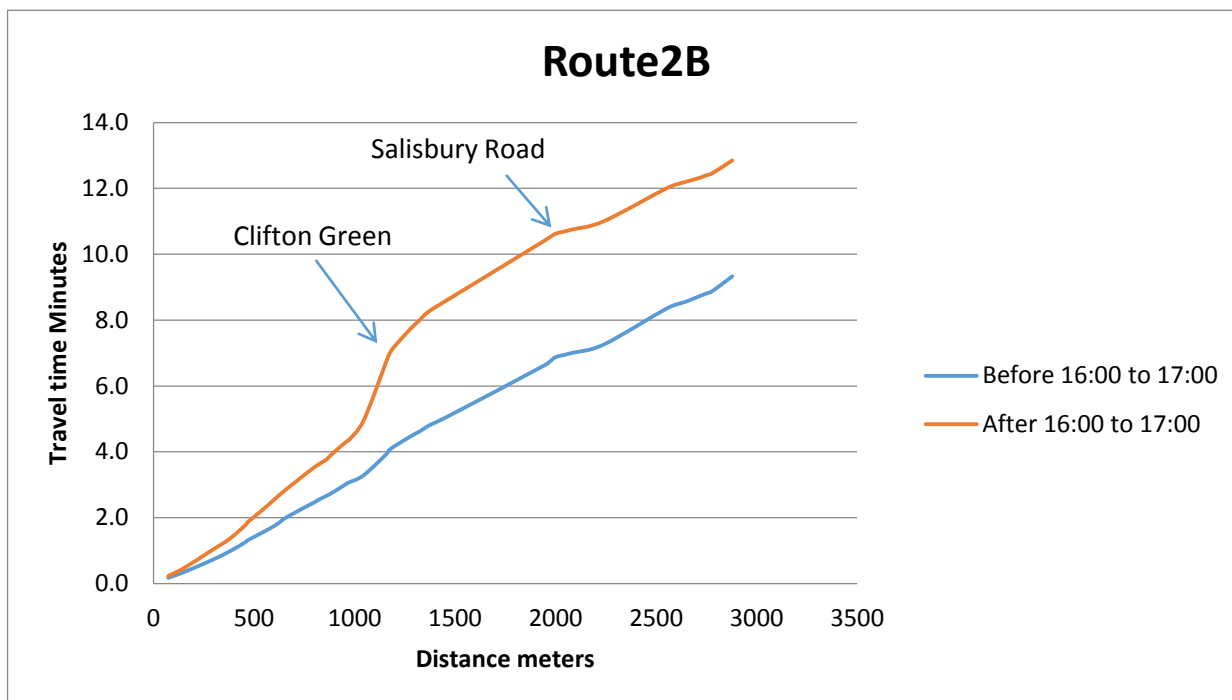
Route 2A: Boroughbridge Road to Bootham Bar via Water End. Distance 3km/1.9miles.



Route 2A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	10.1	16.3	10.4	9.5	11.1	12.4	12.1	11.9	14.8	16.7	19.0	12.0
After	10.1	19.3	13.3	9.9	9.8	8.5	9.1	10.5	10.5	10.4	18.7	15.1
Difference	0.1	3.1	2.9	0.3	-1.3	-3.9	-3.0	-1.4	-4.3	-6.3	-0.3	3.0

A small amount of extra delay is picked up at Water End Salisbury Road signals with a larger amount picked up at Clifton Green (2 minutes). For traffic heading down to Bootham Bar a significant saving is accrued (6.3 minutes) although for those vehicles not using Bootham the delay will remain at 2 mins.

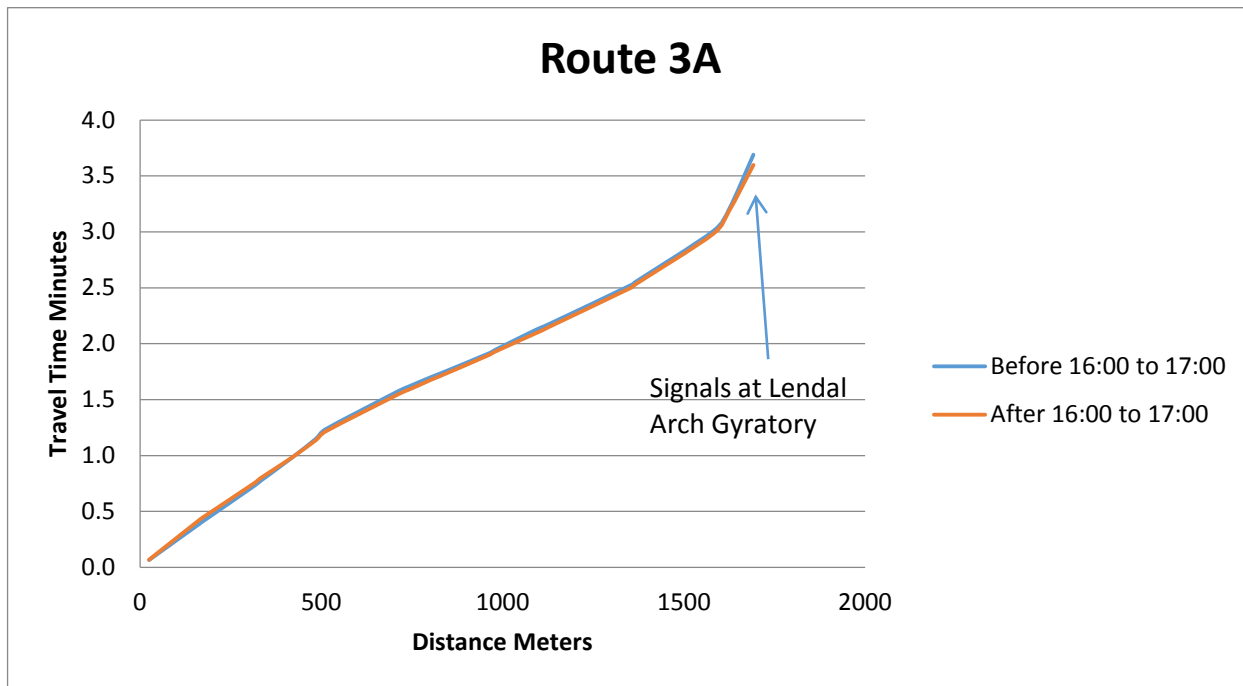
Route 2A: Bootham Bar to Boroughbridge Road via Clifton Green and Water End.
Distance 2.9km/1.8miles.



Route 2B	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	5.6	7.8	5.5	5.5	5.5	5.5	5.5	5.6	6.3	9.3	9.7	6.2
After	5.4	7.0	5.5	5.5	5.6	5.6	5.9	6.1	7.3	12.9	10.8	6.6
Difference	-0.2	-0.8	0.1	-0.1	0.1	0.1	0.5	0.4	1.0	3.5	1.0	0.3

For much of the day the travel times on this route are unaffected by the trial. Between 16:00 and 17:00 travel times increase by 3.5 minutes on average with 1 minute extra delay being picked up on Bootham outbound and 2.5 minutes on Water End between Clifton Green and Salisbury Road signals.

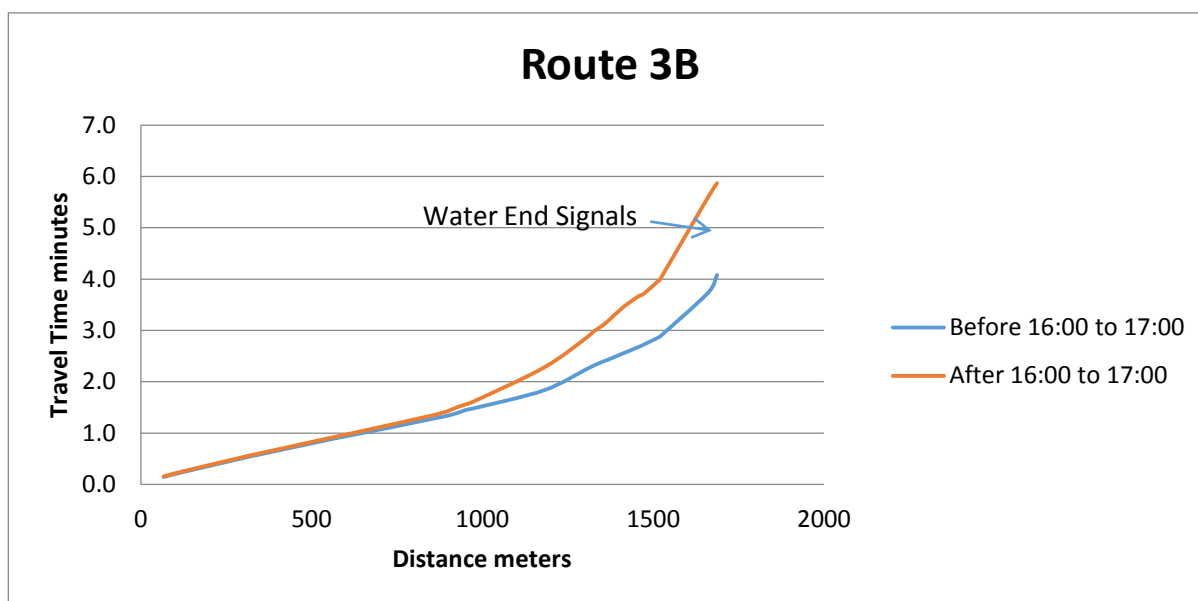
Route 3A: Leeman Road Inbound to city. Distance 1.7km/1.1miles



Route 3A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	3.9	7.0	5.3	3.7	3.5	3.6	3.6	3.9	4.1	3.7	4.0	3.5
After	3.6	4.3	3.8	3.5	3.3	3.5	4.2	3.5	3.5	3.6	3.8	4.0
Difference	-0.3	-2.7	-1.4	-0.3	-0.2	-0.2	0.6	-0.4	-0.6	-0.1	-0.3	0.5

Travel times are generally show slight improvements apart from 13:00 to 14:00 when they show a slight deterioration of just over half a minute.

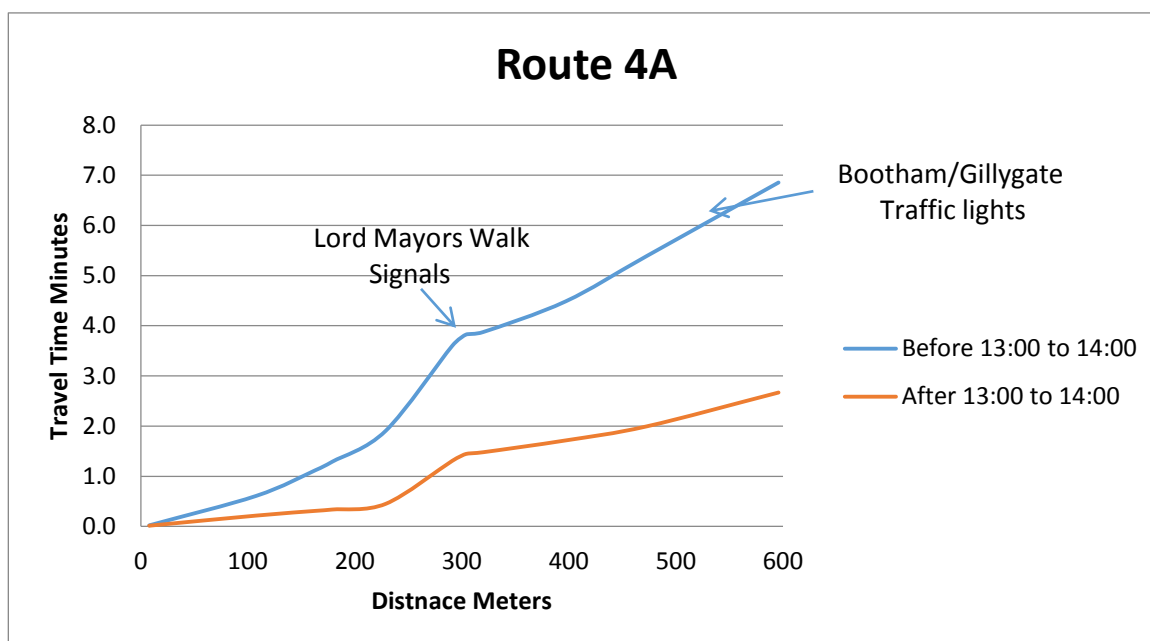
Route 3B: Leeman Road Outbound to Water End.



Route 3B	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	3.3	3.8	3.4	3.4	3.4	3.7	3.7	3.6	3.9	4.1	3.8	3.7
After	3.2	4.5	3.6	3.8	3.7	3.8	3.6	3.9	4.3	5.9	4.8	4.0
Difference	-0.1	0.7	0.2	0.4	0.3	0.0	-0.1	0.3	0.4	1.8	0.9	0.4

Travel times are generally unaltered apart from between 16:00 to 18:00 when they show a slight deterioration with 1 to 2 minutes extra travel time. The signal timings at Water End / Salisbury Road had been altered in October 2013 in order to minimise the queuing on Water End. It should be noted that the signal timings were subsequently adjusted in December 2013, following reports and on-site observations of some additional queuing on the right turn out of Salisbury Road onto Water End. The new timings give more green time to Leeman Road exit. The recorded travel times above are from October and November 2013 and so do not take account of these changes.

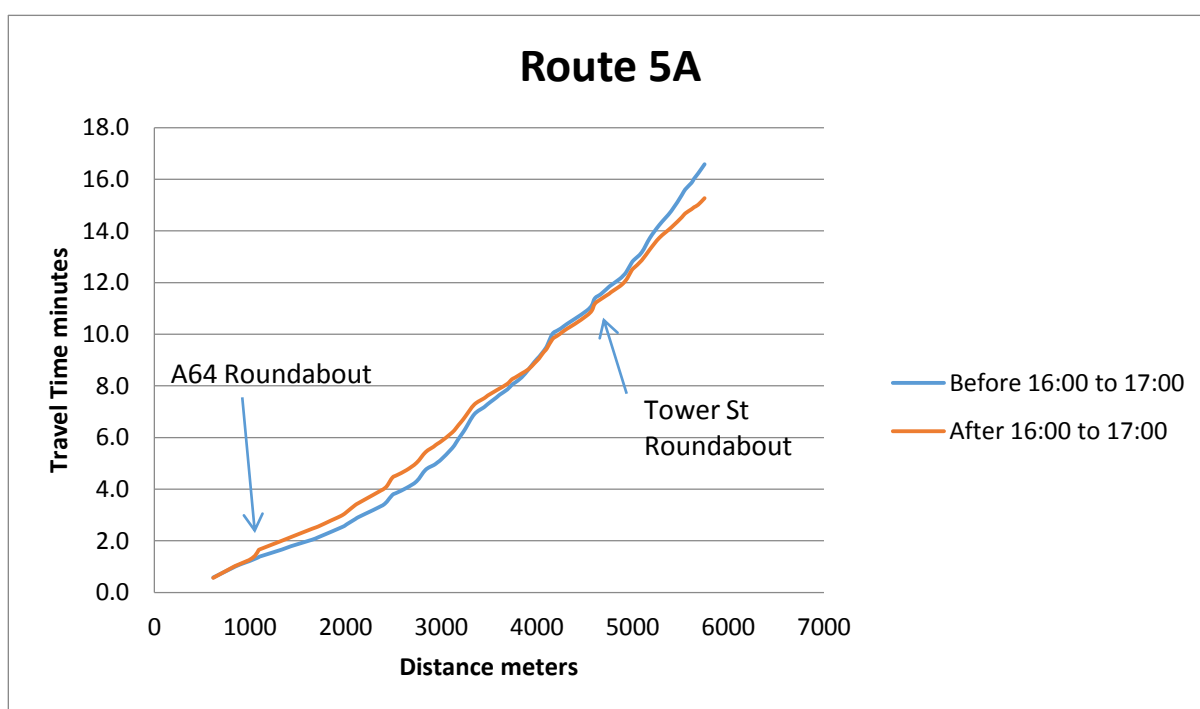
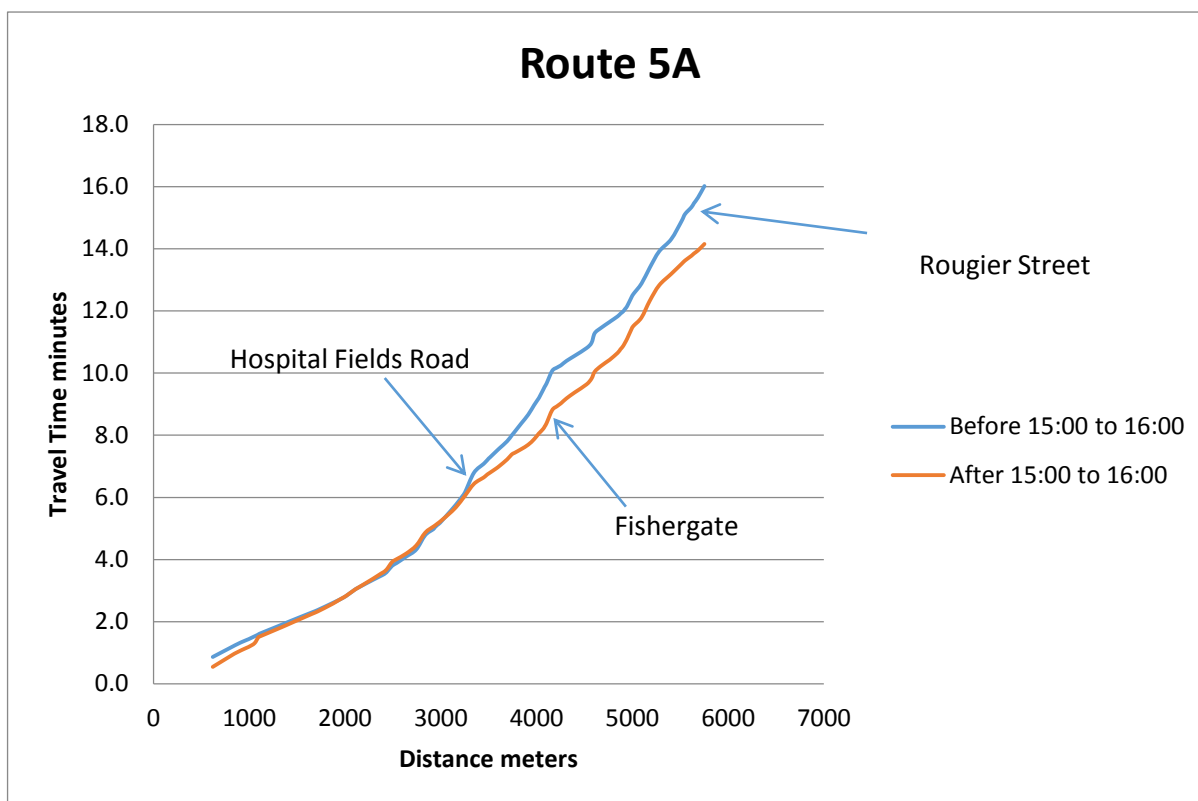
Route 4A Clarence Street to Bootham/Gillygate signals:



Route 4A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	2.7	4.9	5.8	6.8	5.3	5.4	6.9	5.4	4.4	4.6	4.7	4.1
After	3.0	5.0	4.8	4.5	2.6	2.4	2.7	2.8	3.3	4.4	5.5	5.2
Difference	0.2	0.1	-0.9	-2.3	-2.7	-2.9	-4.2	-2.5	-1.2	-0.2	0.8	1.1

Significant reductions in average travel times are observed throughout the day, apart from between 16:00 and 17:00 where the travel times are unaltered. It should be noted that this is an important bus corridor for routes from the north.

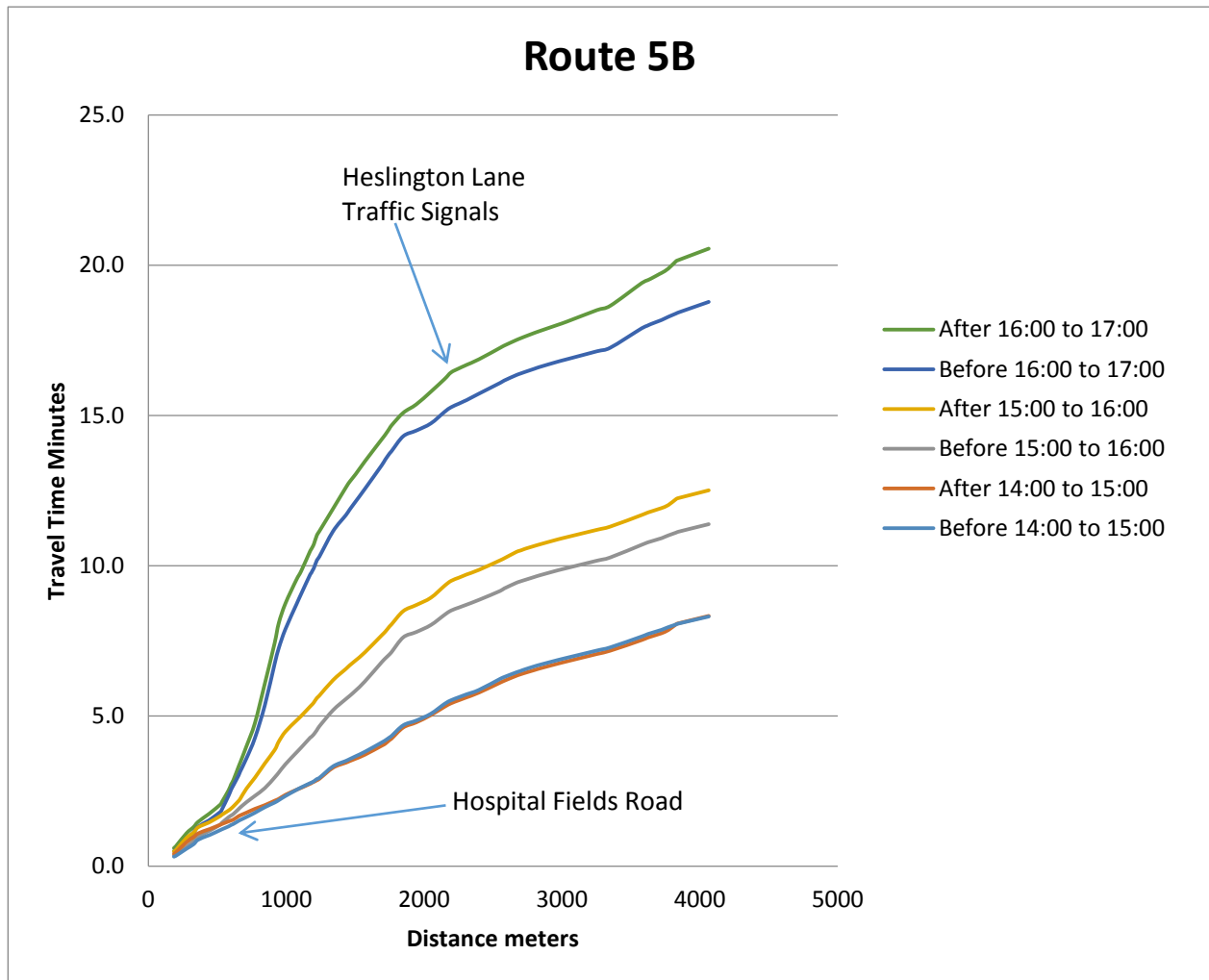
Route 5A Fulford Road Inbound cross city to Station via Tower Street, Ouse Bridge, Rougier Street. Distance 5.8km/3.6miles.



Route 5A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	12.6	20.3	15.3	13.5	13.5	13.5	13.7	13.4	16.0	16.6	19.6	16.2
After	14.0	22.6	15.2	13.3	13.2	15.2	13.5	12.5	14.2	15.3	18.0	14.5
Difference	1.5	2.3	-0.1	-0.1	-0.2	1.7	-0.3	-0.9	-1.9	-1.3	-1.6	-1.7

The inbound travel times are unchanged on Fulford Road down to Hospital Fields Road. There is some improvement particularly in the afternoon between Hospital Fields Road and the Station.

Route 5B Fulford Road outbound Tower Street round about to A64 junction.
Distance 4.1km/2.5miles.



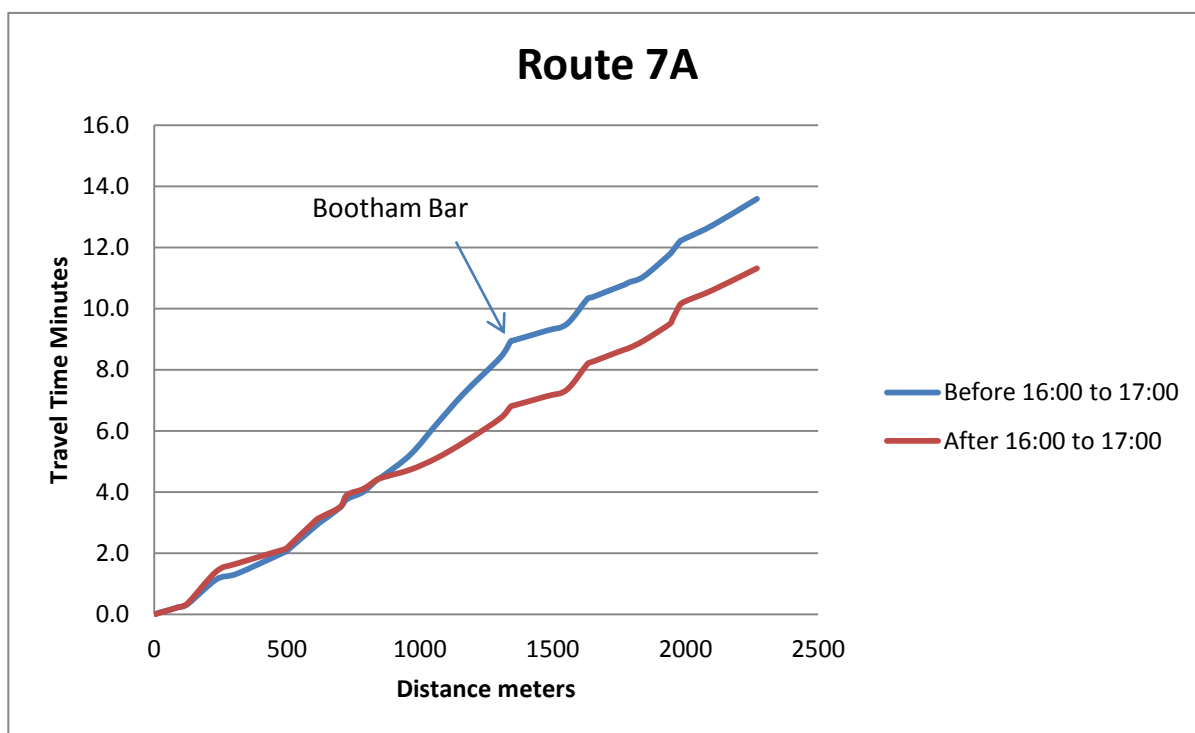
Route 5A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	6.8	8.3	7.3	7.1	7.3	7.7	7.9	8.3	11.4	18.8	21.1	10.5
After	6.9	8.4	7.5	7.7	7.7	7.9	8.3	8.3	12.5	20.5	21.4	10.2
Difference	0.1	0.1	0.2	0.6	0.4	0.1	0.4	0.0	1.1	1.8	0.3	-0.3

Through the day the level of delay on Fulford Road outbound is unaffected by Lendal Bridge trial.

There is an increase of between 1 and 2 minutes between 15:00 and 17:00

Three different time periods are shown here to illustrate the quite marked increase in delay that Fulford Road outbound experiences during the PM peak.

Route 7A The Mount to the Hospital via Lendal Bridge. Distance 2.3km/1.4miles.



Route 7A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	9.9	15.4	11.1	10.5	10.0	9.5	11.0	11.1	12.1	13.6	15.1	12.9
After	10.1	14.8	11.2	9.8	10.1	9.5	10.1	8.8	10.6	11.3	14.6	11.8
Difference	0.1	-0.5	0.1	-0.7	0.1	0.0	-0.9	-2.3	-1.5	-2.3	-0.6	-1.1

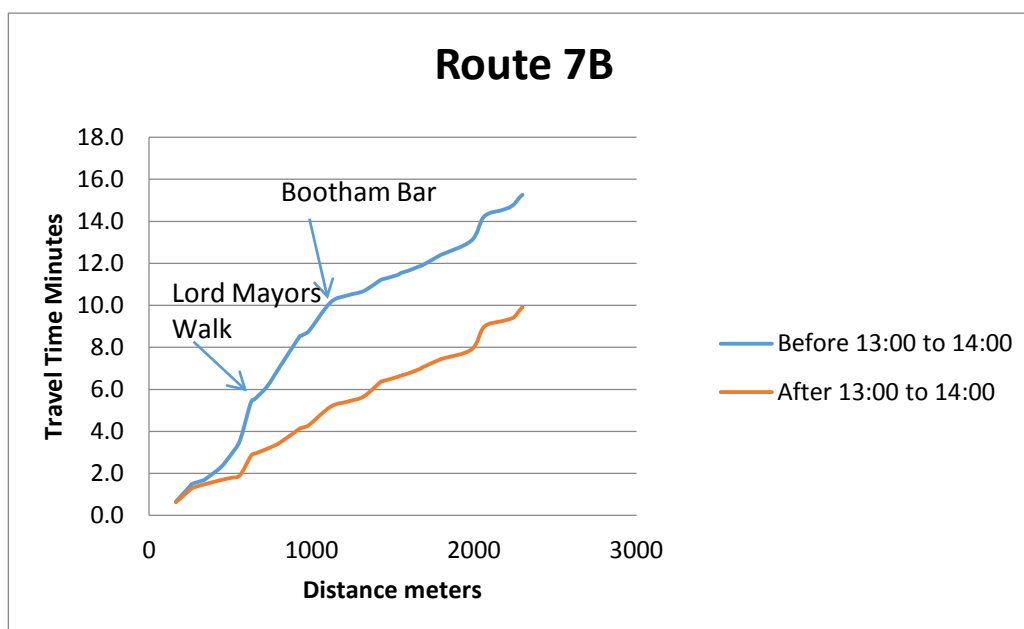
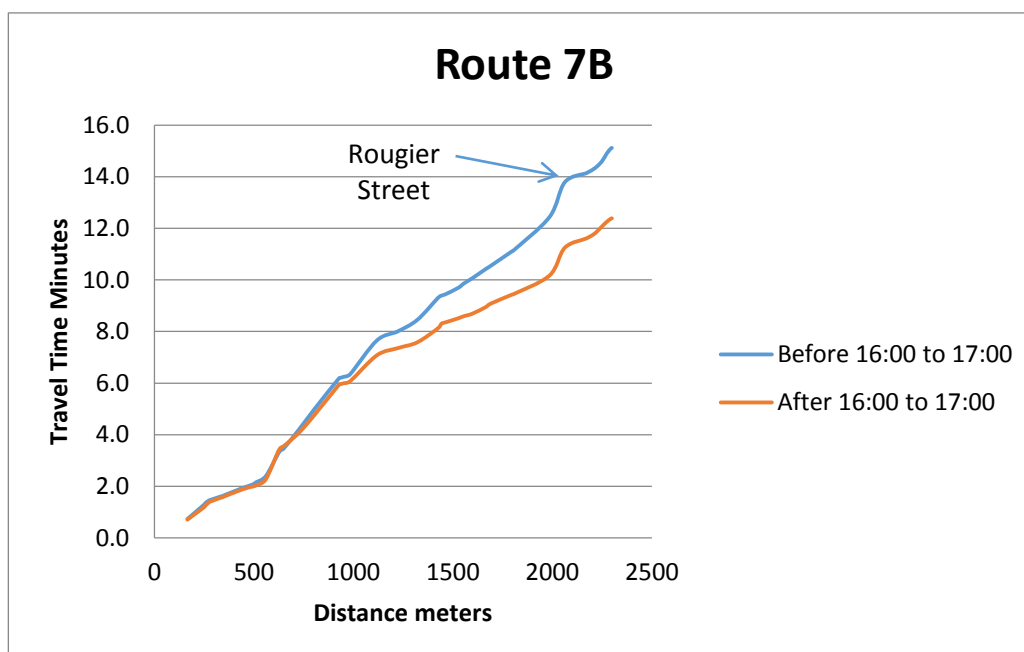
During the restricted period the saving will only be accrued by vehicles that are permitted to cross the bridge.

A comparison with Route 1A which is the same trip but via Foss Island's Road shows:

	07:0	08:0	09:0	10:0	11:0	12:0	13:0	14:0	15:0	16:0	17:0	18:0
	0	0	0	0	0	0	0	0	0	0	0	0
Before via Lendal	9.9	15.4	11.1	10.5	10.0	9.5	11.0	11.1	12.1	13.6	15.1	12.9
After via Foss Islands Rd	11.3	16.9	14.9	15.1	14.2	14.0	15.1	15.4	16.4	18.7	21.3	14.2
Difference	1.4	1.5	3.9	4.6	4.1	4.5	4.1	4.2	4.3	5.1	6.2	1.3

For drivers who are required to make this diversion, due to the bridge restriction, it adds an average of 4 to 6 minutes onto their journey time and 1.4km/0.9miles in distance.

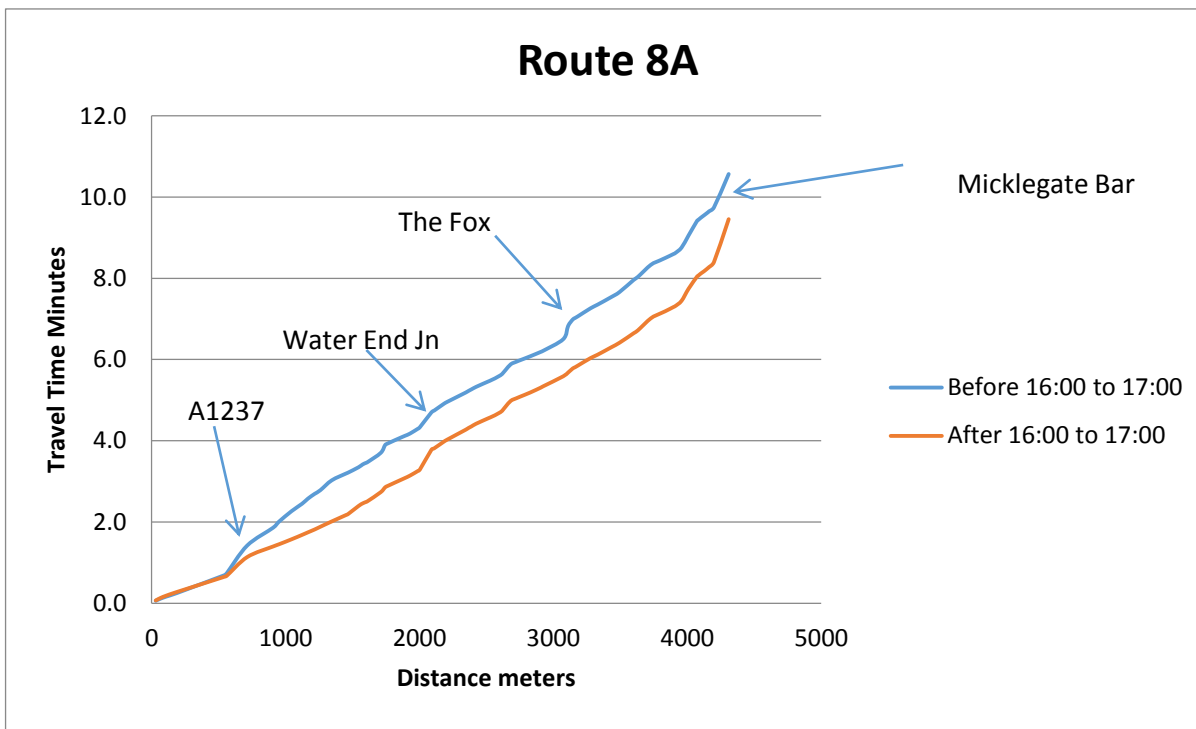
Route 7B The Hospital to the Mount via Lendal Bridge. Distance 2.3km/1.4miles.



Route 5A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	9.2	13.3	13.9	16.4	13.8	13.7	15.3	14.7	14.5	15.1	17.5	14.3
After	9.5	12.9	12.5	12.4	10.5	10.5	9.9	10.2	11.6	12.4	15.4	14.2
Difference	0.3	-0.4	-1.4	-4.1	-3.3	-3.3	-5.4	-4.5	-2.9	-2.7	-2.1	-0.1

A saving in travel time is recorded on Clarence Street, Gillygate and over Lendal Bridge to Rougier Street.

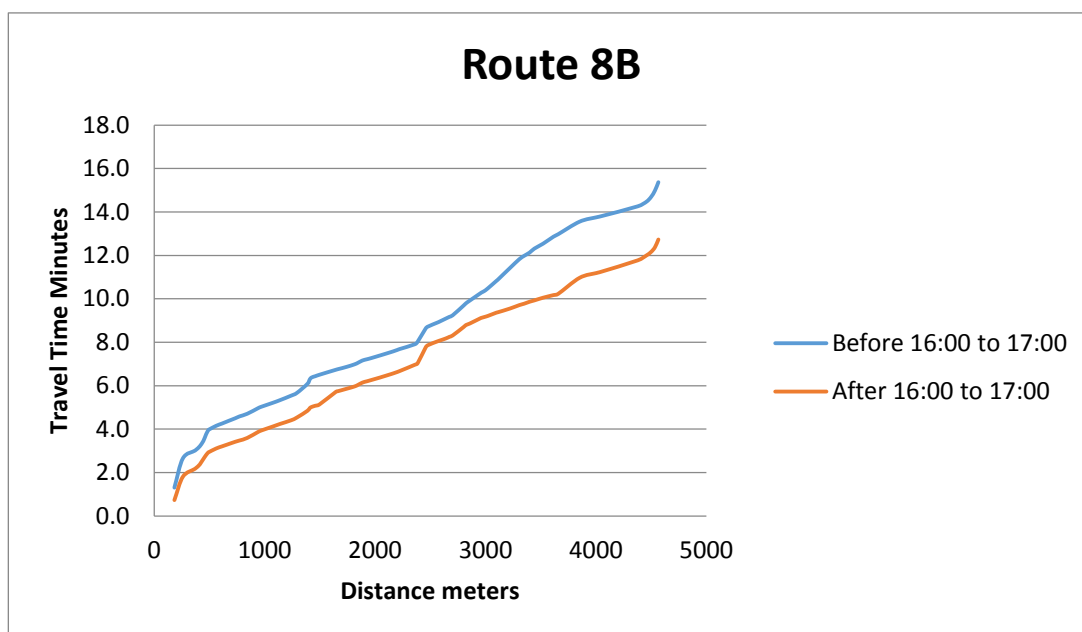
Route 8A A59 Boroughbridge Road inbound to Micklegate Bar



Route 9A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	10.9	18.4	12.4	10.3	10.1	10.6	10.5	10.2	11.3	10.6	11.5	11.0
After	10.3	16.8	10.9	9.3	9.0	9.0	9.4	9.1	9.5	9.5	9.9	9.4
Difference	-0.5	-1.6	-1.5	-0.9	-1.2	-1.5	-1.1	-1.1	-1.8	-1.1	-1.6	-1.6

Improvement in journey time is observed at all times of day with the time saving picked up between the A1237 roundabout and the Water End junction. Traffic flows are somewhat down on this route. It is difficult to attribute this change to the trial since the improvement works on the A59/A1237 roundabout are likely to be having an influence.

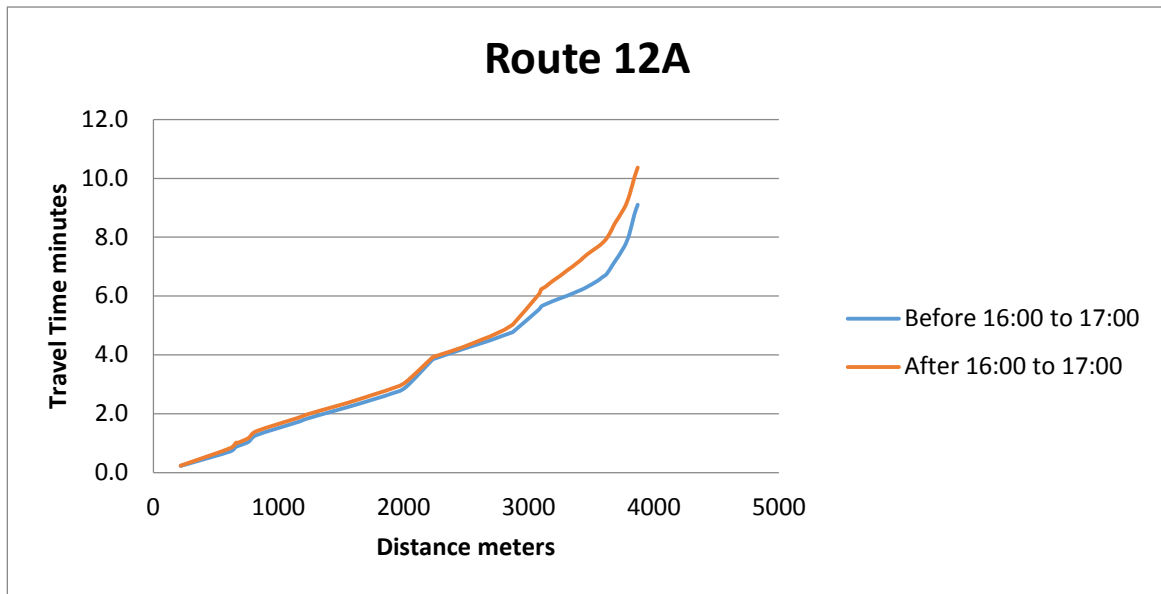
Route 8B: A59 outbound Micklegate Bar to A1237 Roundabout



Route 8B	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	13.4	19.0	13.1	11.6	11.7	11.4	11.7	12.2	14.2	15.4	16.1	13.2
After	12.6	19.6	11.1	11.3	11.1	11.4	11.3	11.3	13.4	12.7	12.7	11.7
Difference	-0.8	0.6	-2.0	-0.3	-0.5	0.0	-0.4	-0.9	-0.8	-2.6	-3.4	-1.4

Journey time savings at all times of day – although not necessarily attributable to the bridge trial.

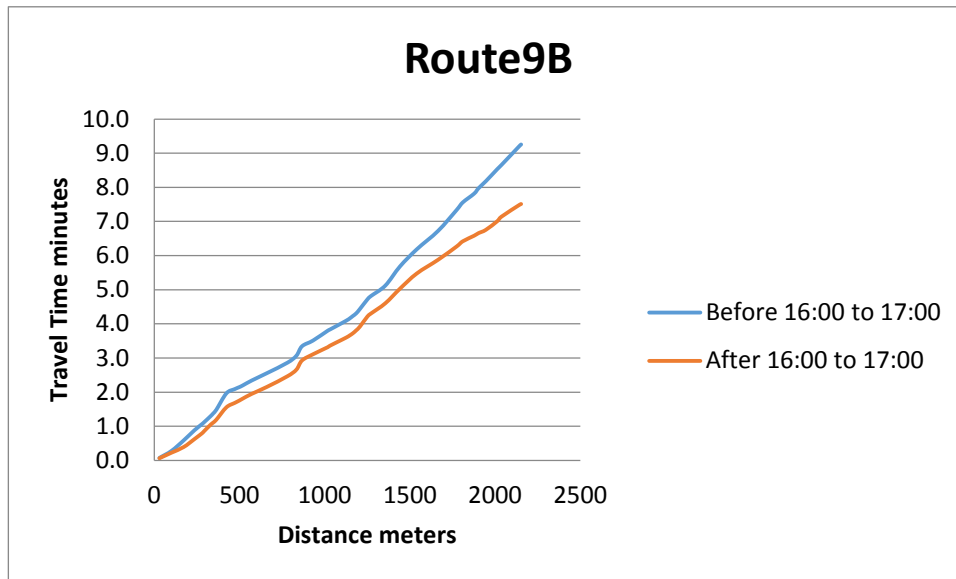
Route 9A: Station to A19 (south) via Rougier Street, Ouse Bridge, Tower Street, Fishergate. Distance 2.2km/1.4miles.



Route 9A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	6.6	8.3	7.4	7.5	7.7	7.2	7.5	7.4	8.9	13.2	14.3	8.5
After	6.3	8.2	8.1	7.3	7.7	7.3	8.0	7.7	9.8	14.2	14.9	8.0
Difference	-0.3	-0.1	0.7	-0.2	0.0	0.1	0.4	0.3	0.9	1.0	0.5	-0.5

Unchanged for much of the day with some worsening (1 minute) evident 15:00 and 17:00 between Fishergate Bar and Cemetery Road.

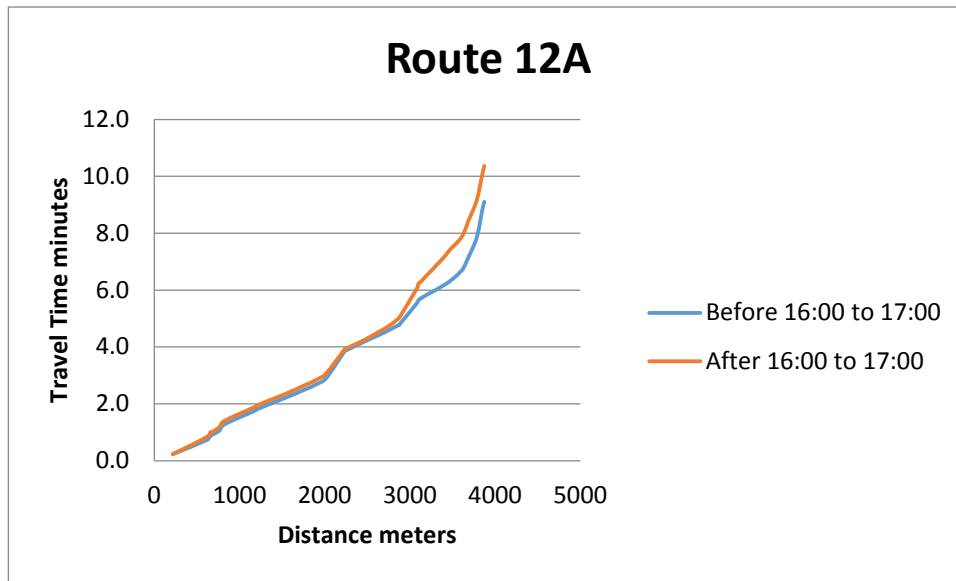
Route 9B: Cross city route – A19 Fulford Road at Cemetery Road to Station via Tower Street Ouse Bridge and Rougier Street. Distance 2.2km/1.4miles.



Route 9B	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	5.5	7.3	7.3	7.2	7.1	7.0	7.3	7.2	8.7	9.3	11.4	8.6
After	5.7	6.3	6.4	6.5	6.5	7.5	6.3	6.4	7.2	7.5	9.6	7.6
Difference	0.3	-1.0	-0.9	-0.7	-0.6	0.5	-1.0	-0.8	-1.5	-1.7	-1.8	-1.0

Slight improvement in travel time particularly between 15:00 and 17:00. Savings accrued at Fishergate and at Rougier Street.

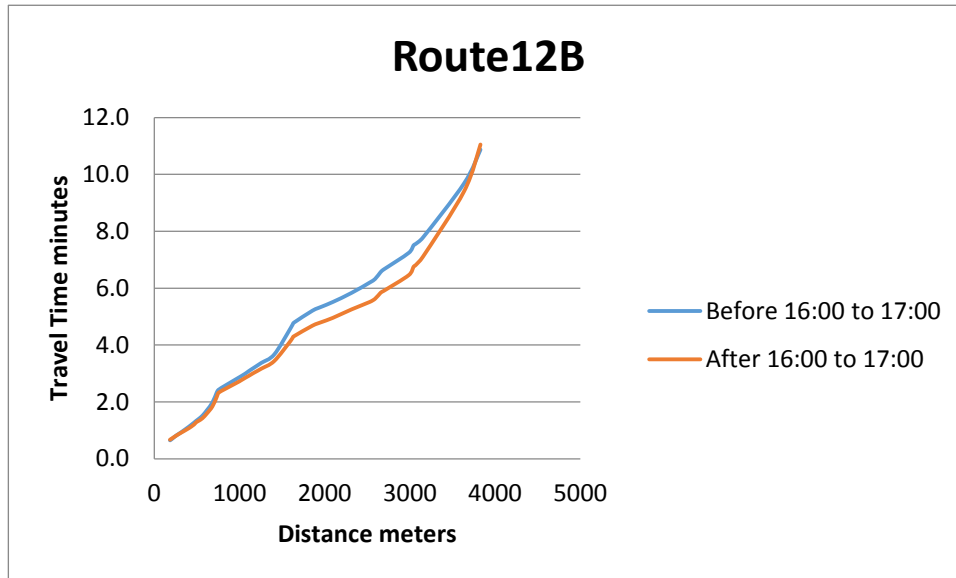
Route 12A: Hull Road Inbound Grimston Bar to Walmgate Bar. Distance 3.9km/2.4miles.



Route12A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	7.0	11.0	10.3	8.9	8.7	8.2	8.1	8.3	8.6	9.1	10.7	9.3
After	7.7	10.7	9.1	8.9	10.1	9.5	9.5	8.9	9.4	10.4	12.1	9.6
Difference	0.6	-0.2	-1.2	0.1	1.4	1.3	1.4	0.6	0.8	1.3	1.4	0.3

An additional minute of extra travel time between Melrosegate and Walmgate Bar.

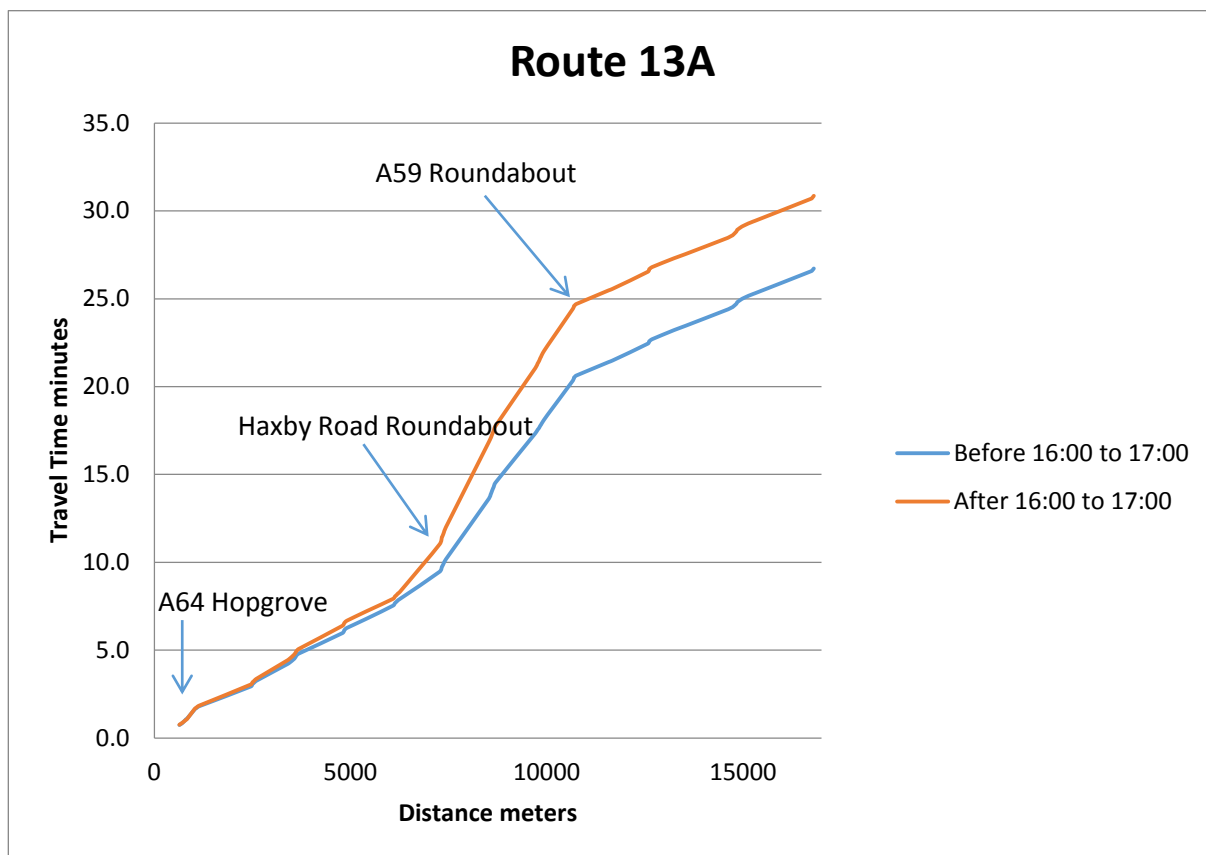
Route 12B: Hull Road outbound Walmgate to Grimston Bar. Distance 3.9km/2.4 miles.



Route 12B	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	6.1	7.0	6.6	6.5	6.6	6.6	6.8	7.0	8.4	10.9	12.2	7.7
After	6.7	7.3	6.8	6.5	7.0	6.8	6.8	7.4	8.6	11.1	12.3	7.8
Difference	0.6	0.3	0.2	0.0	0.3	0.2	0.0	0.4	0.2	0.2	0.0	0.1

Overall the travel time is unchanged.

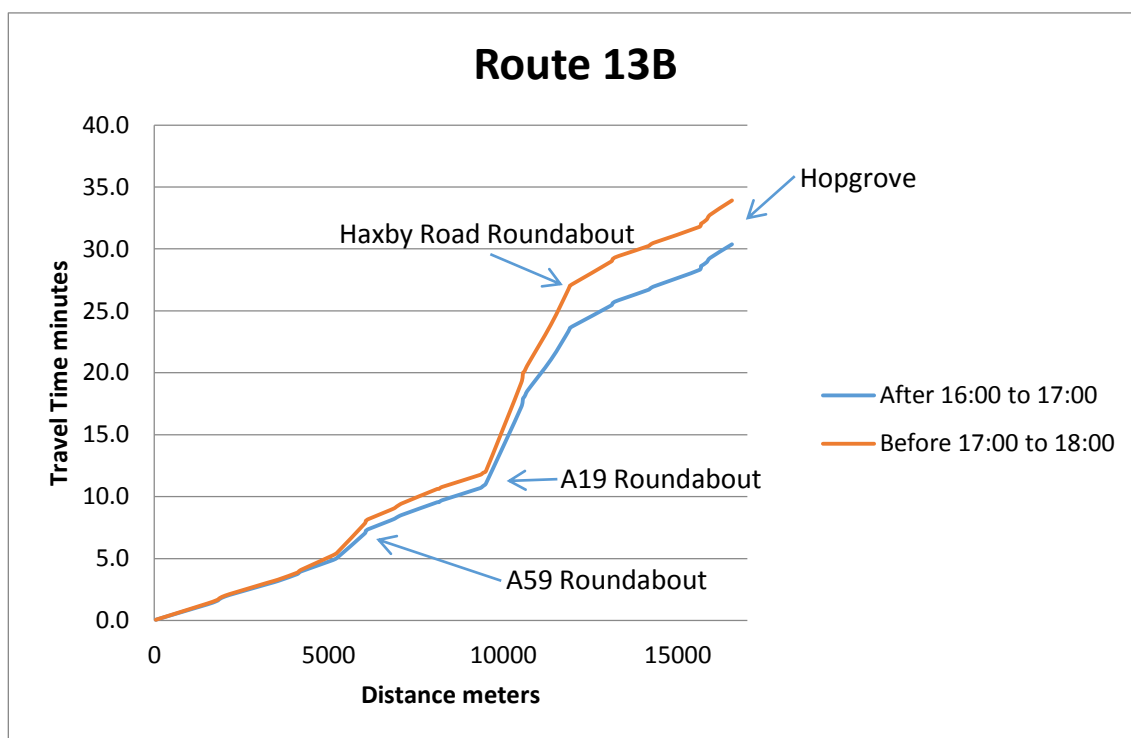
Route 13A Outer Ring Road A1237 anticlockwise Hopgrove to Askam Bryan.



Route 13A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	19.1	26.4	18.5	18.3	19.2	18.9	19.4	19.9	22.0	26.7	31.5	20.5
After	20.9	25.9	19.4	20.1	21.6	21.7	22.3	23.9	25.3	30.9	37.0	21.7
Difference	1.8	-0.5	0.9	1.8	2.4	2.7	2.9	3.9	3.2	4.1	5.5	1.2

Additional delay being picked up on the approach to the A59 roundabout in the afternoon. The flows are similar on the A1237 so it would seem that this additional delay is due to the improvement works that are currently taking place at this roundabout rather than due to the bridge trial.

Route 13B Outer Ring Road A1237 clockwise Askam Bryan to Hopgrove.



Route 13B	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	22.3	29.1	20.7	18.9	18.8	19.3	18.9	20.0	24.6	27.7	33.9	21.8
After	23.9	28.7	21.3	19.9	20.7	21.1	21.1	21.8	25.4	30.4	33.9	24.4
Difference	1.5	-0.4	0.6	0.9	1.9	1.8	2.2	1.8	0.8	2.7	-0.1	2.6

Some additional delay (2 minutes) is being picked up at the Haxby Road Roundabout. This might be attributable to the Lendal Bridge trial since although it could also be due in part to changes in traffic patterns due to the works at the A59.

Route 14A: A64 Askam Bryan A1237 to Hopgrove. Distance: 15.7km/9.8miles.

Route 14A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	10.1	10.2	10.3	9.7	9.7	9.6	9.7	9.6	9.7	10.7	10.9	10.3
After	10.1	10.8	9.8	9.8	10.3	10.1	10.0	9.9	10.3	11.0	11.0	10.1
Difference	0.0	0.5	-0.5	0.1	0.5	0.5	0.3	0.2	0.6	0.2	0.0	-0.1

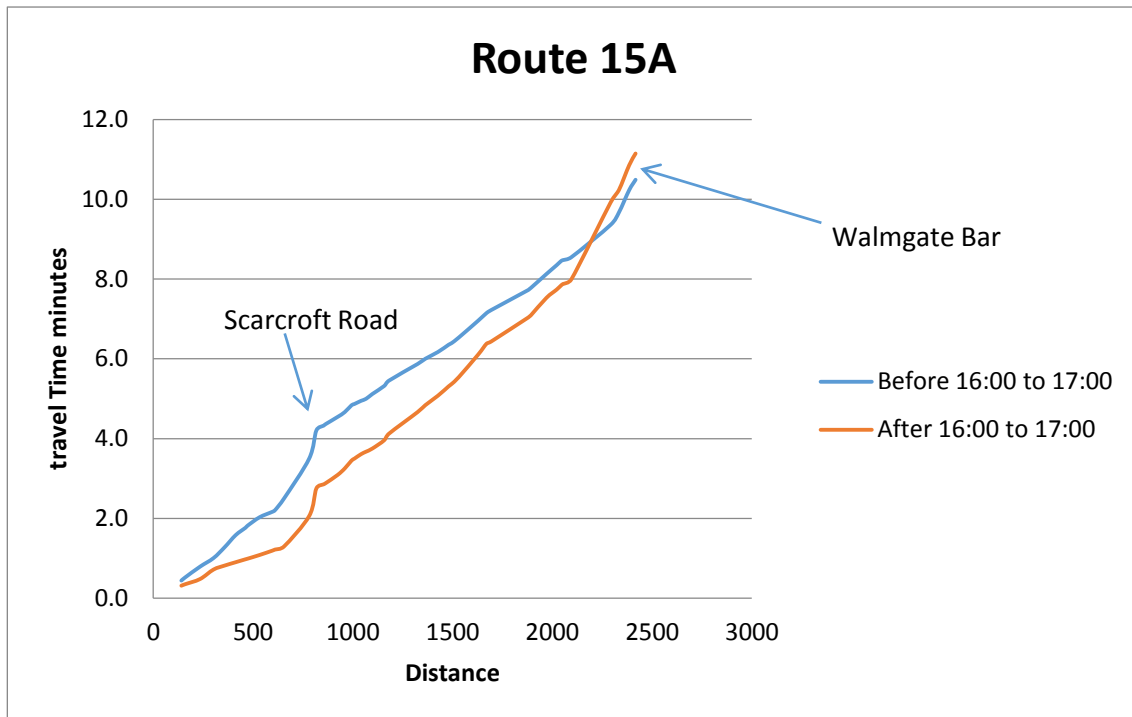
Travel times show a slight average increase on the approach to the Hopgrove Roundabout. Possibly partially attributable to the trial.

Route 14B: A63 Hopgrove to Askam Bryan A1237. Distance:15.9km/9.9miles.

Route 14B	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	10.4	10.2	10.0	10.0	10.0	10.0	9.9	10.0	10.1	10.6	10.5	10.3
After	9.9	9.9	9.9	10.0	9.9	9.9	10.0	10.4	10.3	10.4	10.7	10.0
Difference	-0.5	-0.3	-0.1	-0.1	-0.1	0.0	0.1	0.3	0.2	-0.2	0.2	-0.2

Travel times unchanged.

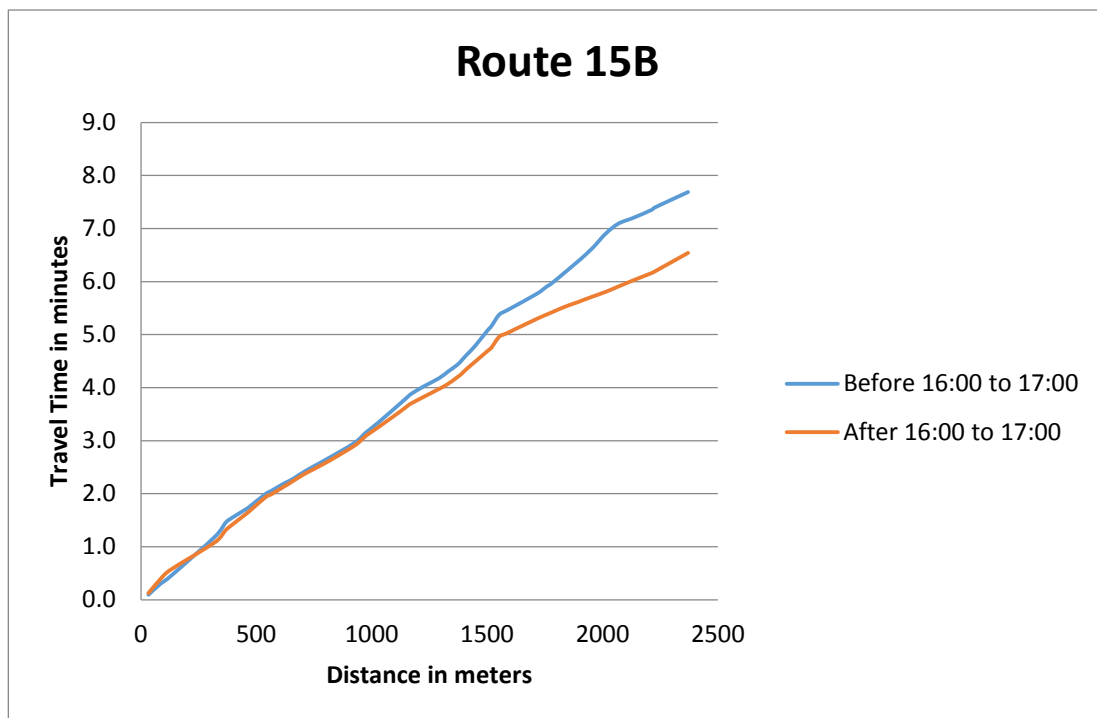
Route 15A: Bishopthorpe Road to Walmgate Bar via Castle Mills Bridge. Distance 2.4km/1.5miles.



Route 14B	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	7.5	12.3	9.8	8.9	8.2	8.4	8.4	8.7	10.6	10.5	9.7	7.6
After	7.1	12.7	9.7	10.7	9.4	9.3	9.4	9.5	10.7	11.1	11.4	7.4
Difference	-0.5	0.5	-0.1	1.7	1.2	1.0	1.0	0.8	0.2	0.7	1.7	-0.2

A saving on the approach to the signals at Scarcroft Road this is gradually eroded and then turns into a net loss on the approach to Walmgate Bar signals.

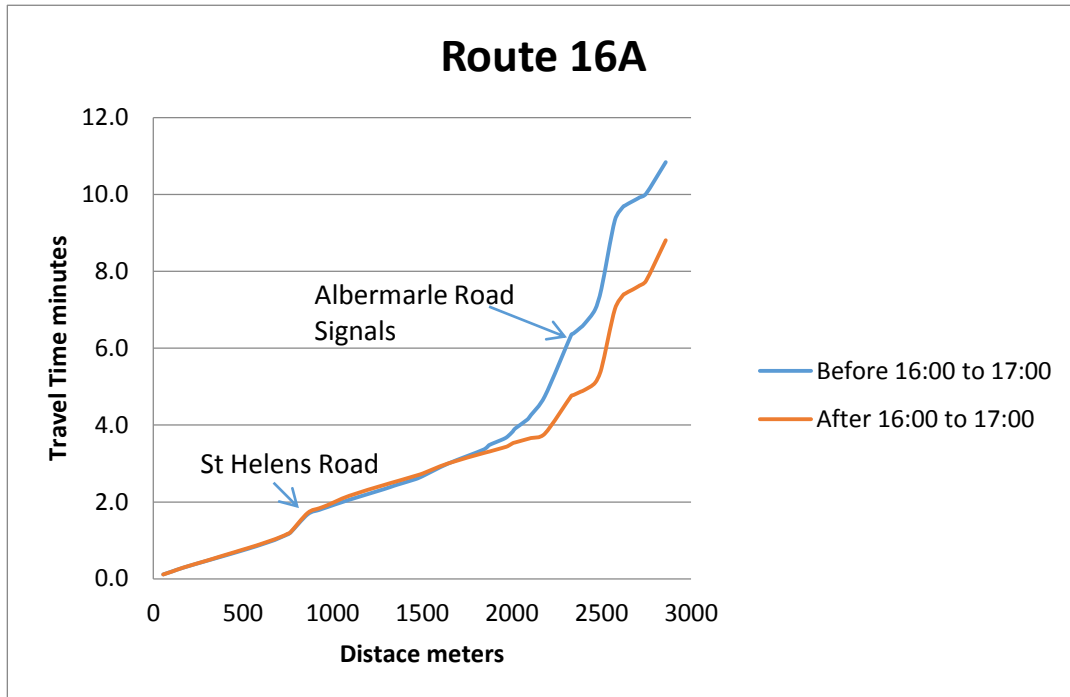
Route 15B: Walmgate Bar to Knavesmire Road via Skeldergate Bridge and Bishopthorpe Road. Distance 2.4km/1.5miles.



Route 15B	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	5.2	7.1	6.3	6.0	6.3	6.3	6.3	6.6	7.0	7.7	8.2	7.2
After	4.6	5.7	5.2	5.3	5.1	5.5	5.2	5.2	5.7	6.5	7.2	5.8
Difference	-0.5	-1.4	-1.2	-0.7	-1.2	-0.8	-1.1	-1.4	-1.3	-1.1	-1.0	-1.4

A saving of over a minute is accrued between Prices Lane and the Scarcroft Road signals. This may not necessarily be due to the trial – as it occurs in the AM peak as well.

Route 16A: Tadcaster Road Tesco Roundabout to Micklegate Bar. Distance 2.9km/1.8miles.



Route 16A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	9.9	17.7	11.9	9.4	8.5	8.4	7.9	9.9	12.0	10.8	10.9	10.6
After	8.7	17.0	10.1	8.3	8.1	8.0	7.8	8.6	9.5	8.8	9.8	10.0
Difference	-1.3	-0.8	-1.9	-1.1	-0.4	-0.4	-0.1	-1.3	-2.4	-2.0	-1.1	-0.6

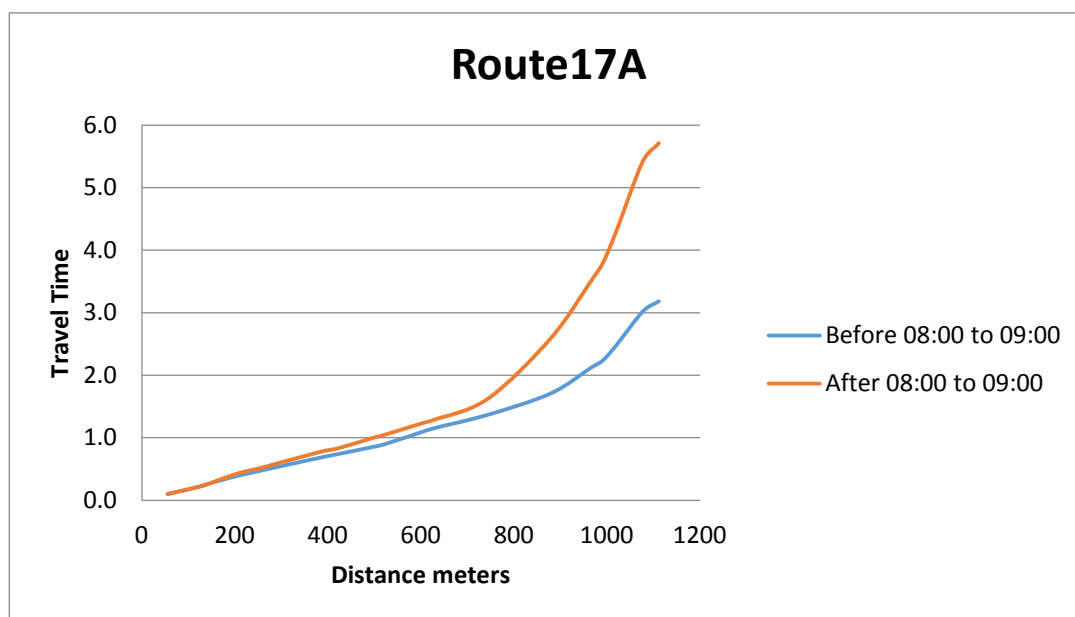
Significant savings in travel time accrued between Albermarle Road and Micklegate Bar traffic signals. These may not necessarily be due to the trial as they also occur in the AM peak.

Route 16B: Tadcaster Road outbound: Distance 2.9km/1.8miles.

Route 16B	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	5.7	9.7	6.3	5.8	5.7	6.2	6.2	5.8	7.5	9.2	9.1	6.9
After	6.7	11.9	6.4	5.8	6.0	5.8	6.5	5.9	7.4	9.9	8.5	7.3
Difference	1.0	2.3	0.1	0.0	0.3	-0.4	0.4	0.1	-0.1	0.7	-0.6	0.5

Little change observed.

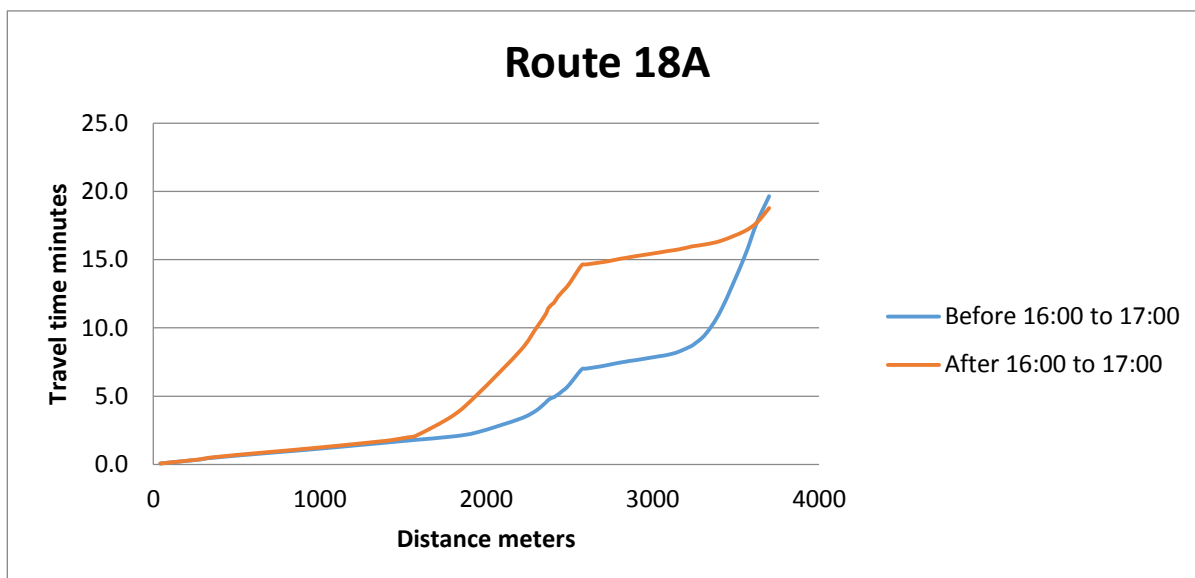
Route 17A: Acomb Road, Carr Lane to 'The Fox': Distance 1.1km/0.7miles.



Route 17A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	2.1	3.2	2.3	1.9	2.4	2.0	2.0	2.2	2.2	2.4	2.6	2.0
After	2.2	5.7	2.8	2.3	2.2	2.3	2.3	2.3	2.3	2.3	2.3	2.1
Difference	0.1	2.5	0.5	0.3	-0.3	0.3	0.3	0.0	0.1	-0.1	-0.3	0.1

The travel time is unchanged during the bridge restriction period however as the plot above shows the travel time between 08:00 and 09:00 has increased markedly. The cause of this is being investigated however it seems highly likely to be due to the new signal phasing introduced at The Fox junction last year. If it is a timing issue this should be easy to rectify.

Route 18A Shipton Road in-bound to Bootham Bar. Distance 3.7km/2.3miles.

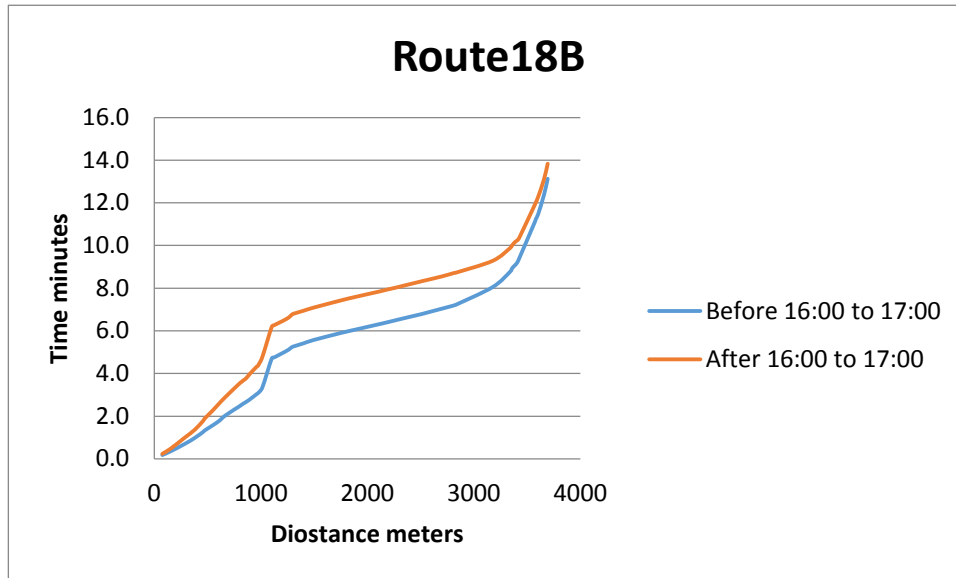


Route 18A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	9.4	15.4	11.1	9.7	11.1	12.4	12.2	12.0	16.3	19.6	22.0	12.9
After	9.7	16.5	13.1	10.2	9.6	8.2	9.0	9.7	12.0	18.8	23.3	16.5
Difference	0.3	1.1	2.1	0.5	-1.5	-4.2	-3.2	-2.3	-4.4	-0.9	1.2	3.5

An 8 minute increase in delay is measured on the approach to Clifton Green between 16:00 and 17:00 although for traffic heading all the way into the City along Bootham this time is recovered at the Bootham/Gillygate signals.

The cause of the problem is exit blocking of the right turn into Water End. The signals on Water End were further adjusted in November and again in December and this is occurring less since - further monitoring and action is necessary.

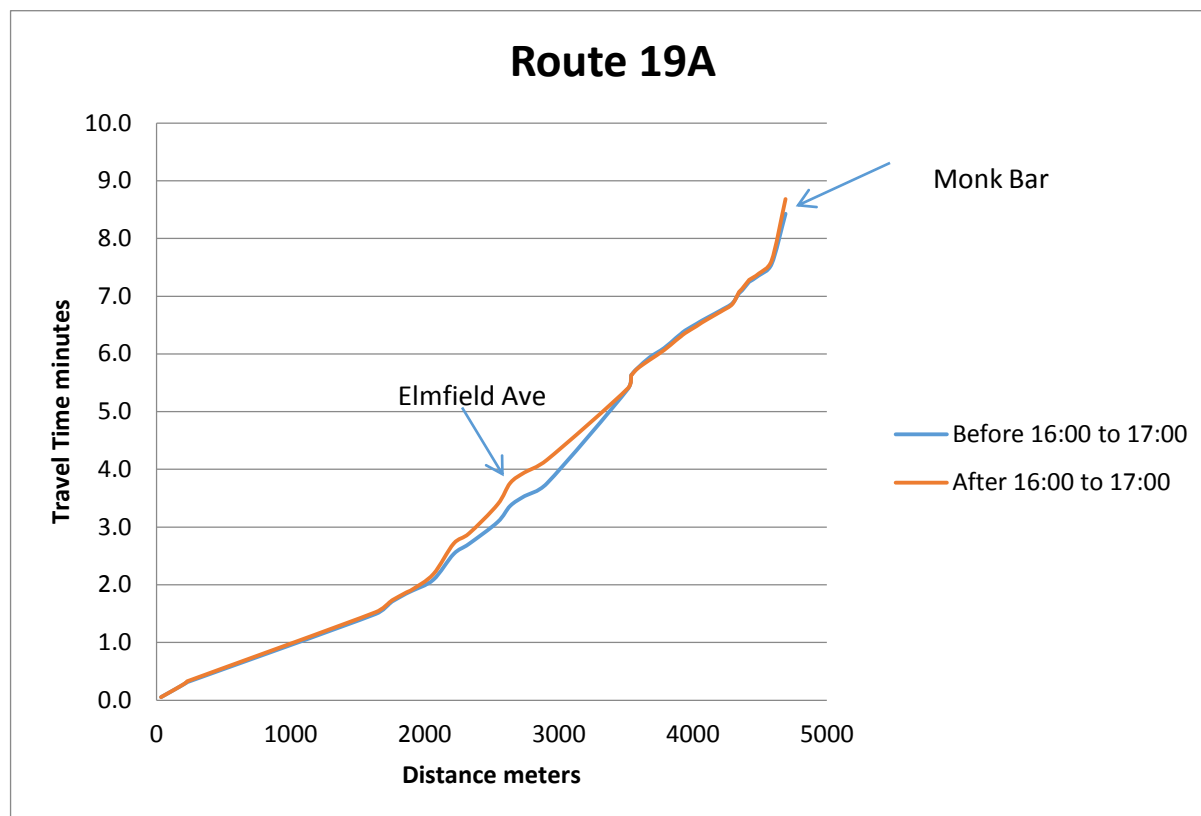
Route 18B: A19 outbound Bootham, Clifton Green, Shipton Road. Distance 3.7km/2.3miles.



Route 18B	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	6.9	10.2	6.3	6.1	6.1	6.4	6.2	7.1	8.8	13.1	12.5	7.3
After	7.0	9.0	6.0	6.4	6.5	7.0	7.3	8.0	10.1	13.8	12.6	8.2
Difference	0.1	-1.2	-0.2	0.3	0.4	0.6	1.1	0.9	1.3	0.7	0.0	0.9

Some additional delay outbound with delay accrued at Clifton Green traffic lights. Again the cause is slow moving traffic on Water End. Some of the extra travel time is being recovered at the A19 roundabout.

Route 19A Malton Road inbound Hopgrove to Monk Bar. Distance 4.7km/2.9miles.



Route 19A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	7.5	8.8	7.4	7.2	7.2	7.6	7.2	7.4	7.7	8.4	9.4	7.9
After	7.2	9.0	7.6	7.3	7.5	7.6	7.7	7.5	7.8	8.7	9.9	7.9
Difference	-0.3	0.2	0.1	0.1	0.3	0.0	0.5	0.2	0.1	0.3	0.5	0.1

Some evidence of a small amount of additional delay being experienced on the approach to Elmfield Avenue, this is recovered on the rest of the route. Unrelated to the Lendal Bridge trial – possibly detection problem at the signals – passed to Network Management for investigation.

Route20A Wigginton Road, Crichton Ave, Burtonstone Lane.

Route 20A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	4.8	7.5	4.8	4.7	5.1	5.5	5.0	5.4	7.2	9.8	8.9	5.5
After	5.2	8.5	5.2	4.9	5.1	5.1	5.6	6.4	8.0	9.7	9.8	7.2
Difference	0.4	1.1	0.4	0.2	0.0	-0.4	0.6	0.9	0.8	-0.1	0.9	1.7

Some extra delay indicated on the approach to Crichton Avenue.

Route20B Burtonstone Lane – Crichton Avenue – left to Wigginton Road

Route 20B	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	5.3	9.4	5.8	5.9	6.4	7.1	6.7	6.7	9.2	13.4	12.4	8.6
After	5.6	7.4	5.7	4.9	5.5	5.8	5.4	5.9	8.4	7.4	8.2	6.4
Difference	0.2	-2.1	-0.2	-1.0	-0.8	-1.4	-1.3	-0.9	-0.7	-6.0	-4.2	-2.2

Significant reductions in travel times are observed at all times of day especially PM peak. This seems unrelated to the trial since the traffic counter on Crichton Avenue is not showing any significant changes in traffic volumes - requires some further investigation.

Route21A Hull Road - Tang Hall Lane - Heworth Road to Malton Road. Distance 2km/1.2miles

Route 21A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	4.4	5.9	5.2	4.5	4.7	5.0	4.9	4.6	4.8	5.2	5.9	5.2
After	4.6	6.6	4.8	4.6	4.4	4.5	4.4	4.4	4.8	4.9	5.5	4.7
Difference	0.2	0.7	-0.4	0.0	-0.3	-0.6	-0.5	-0.2	0.0	-0.2	-0.4	-0.5

Small improvement in average travel times accrued at the Malton Road / Heworth Road 'Magic Roundabout'.

Route21B Malton Road – Heworth Road – Tang Hall Lane – Hull Road. Distance 2km/1.2miles

Route 21A	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Before	4.2	6.2	4.9	4.8	4.9	5.4	5.1	5.3	5.7	6.4	5.7	5.6
After	4.9	7.1	5.4	5.3	5.1	5.3	5.3	5.2	6.0	7.1	6.6	6.5
Difference	0.7	1.0	0.5	0.5	0.3	0.0	0.2	-0.1	0.3	0.7	0.9	1.0

Little change in overall average travel times.

Route 22A Layerthorpe inbound Heworth Road signals – East Parade – Layerthorpe – Layerthorpe Bridge. Distance 1.2km/0.75miles.

Route	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
22A												
Before	2.4	3.0	3.0	2.9	3.1	2.7	2.8	3.0	3.2	3.1	3.4	3.3
After	2.7	3.5	3.1	3.4	3.5	3.5	3.3	3.5	3.8	4.3	3.3	2.9
Difference	0.3	0.5	0.1	0.5	0.4	0.8	0.5	0.4	0.6	1.2	-0.1	-0.4

Some extra delay is being picked up at Layerthorpe Bridge traffic signals.

Route23A Huntington Road in-bound A1237 to Malton Road Roundabout. Distance 5km/3.1miles

Route	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
23A												
Before	7.6	9.4	8.3	8.1	8.2	8.1	8.2	8.3	8.6	9.0	9.0	8.4
After	8.3	10.3	8.6	8.1	8.4	8.4	8.1	8.3	9.0	8.7	9.1	8.5
Difference	0.7	0.9	0.3	0.1	0.2	0.3	-0.1	0.0	0.4	-0.3	0.1	0.0

No significant changes observed.

Route24A Haxby Road in-bound to Clarence Street/LMW. Distance 4.2km/2.6miles

Route	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
24A												
Before	7.6	10.9	10.5	10.4	8.6	9.6	10.5	10.1	9.6	9.2	9.6	8.9
After	8.1	11.0	9.6	9.1	8.6	8.3	8.6	9.0	9.0	9.6	12.0	10.0
Difference	0.5	0.1	-1.0	-1.3	0.0	-1.3	-2.0	-1.1	-0.6	0.4	2.3	1.1

Travel time unchanged down to Wigginton Road / Haxby Road traffic signals. Some significant improvements on Clarence Street (see route4A).

Annex B2: Update of travel times from Traffic Master data set.

The following tables show the comparisons of travel times:

- 'Before' pre-study October 2012 and November 2012 compared to during the Lendal Bridge trial October and November 2013.
- 'Before' pre study January 2013 and February 2013 compared to during the Lendal Bridge Trial January 2014 and February 2014.

Weekday averages for the two months are presented along with 85percentile and 90percentile values. The 85%ile value means that on average 85% of measured journey times will have been completed within that journey time. The 95%ile means that 90% of trips will have been completed within that time period. It should be noted that the percentiles may not necessarily represent a single trip but are aggregates of the percentile ranks on each link of the highway network and as such are somewhat of a worst case. That being said they have a good correlation with what motorists will remember as a trip on a poor traffic day as opposed to what they experience on an average. The percentiles are also useful in that they give an indication of variability in journey times. All journey times in minutes.

Routes:

- 1a Micklegate Bar to Hospital via Foss Islands Road
- 1b Hospital to Micklegate Bar via Foss Islands Road
- 2a A59 - Water End - Clifton Green-Bootham Bar
- 2b Bootham-Clifton Green-Water End-A59
- 3a Leeman Road Inbound
- 3b Leeman Road Outbound
- 4a Clarence Street to Bootham
- 5a A19 Fulford Road Inbound
- 5b A19 Fulford Road Outbound
- 6a A1237 ORR Anti-clockwise Hopgrove to A64
- 6b A1237 ORR Anti-clockwise Hopgrove to A64
- 7a Micklegate Bar to Hospital via Lendal Bridge
- 7b Hospital to Micklegate Bar via Lendal Bridge

8a A59 Inbound to Micklegate Bar
8b A59 Boroughbridge Rd Outbound from Micklegate Bar
9a Station to Fulford Road via Ouse Bridge and Tower St
9b Fulford Road to Station via Tower St and Ouse Bridge
12a Hull Road Inbound
12b Hull Road Outbound
13a Outer Ring Road A1237 anticlockwise Hopgrove to Askam Bryan
13b Outer Ring Road A1237 clockwise Askam Bryan to Hopgrove
14a A64 eastbound Copmanthorpe to Hopgrove
14b A64 West Hopgrove to Copmanthorpe
15a Bishopthorpe Road inbound to Walmgate Bar
15b Bishopthorpe Rd outbound from Walmgate Bar to Knavesmire Rd
16a Tadcaster Road Inbound
16b Tadcaster Road Outbound
17a Acomb Road inbound to 'The Fox'
18a A19 Shipton Road Inbound to Bootham Bar
18b A19 Outbound Bootham Bar to ORR
19a Malton Road Inbound to Monk Bar
20a Burtonstone Lane from Chrichton Ave
20b Burtonstone Lane to Chrichton Ave / Wigginton Rd
21a Hull Road to Malton Road via Tang Hall Lane
21b Malton Road to Hull Road via Tang Hall Lane
22a Layerthorpe Inbound to Layerthorpe Br
23a Huntington Road Inbound to Monkgate Roundabout
24a Haxby Road Inbound to LMW junction
29a Bishopthorpe Rd to Micklegate via Nunnery Ln

Route1a: 3.8km

Route 1a	Micklegate Bar to Hospital via Foss Islands Road												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	10.2	14.2	13.1	13.3	14.5	13.5	14.3	14.7	16.5	17.1	15.8	12.2	14.9
Before Jan/Feb 2013	10.4	15.4	12.6	12.5	13.2	13.2	13.8	14.1	16.2	17.1	17.4	12.5	14.5
After Oct/Nov 2013	11.3	16.9	14.9	15.1	14.2	14.0	15.1	15.4	16.4	18.7	21.3	14.2	15.6
After Jan/Feb 2014	11.3	16.2	14.2	13.4	13.6	12.8	13.7	14.5	15.4	15.5	15.6	12.1	14.2

Route 1a	Micklegate Bar to Hospital via Foss Islands Road												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	15.7	23.6	20.7	21.3	22.8	22.1	22.8	23.5	27.3	28.9	26.0	19.3	24.3
Before Jan/Feb 2013	16.1	24.8	19.9	19.9	21.2	20.4	21.8	22.7	25.7	27.3	27.8	19.8	22.9
After Oct/Nov 2013	17.5	28.0	23.3	25.1	23.6	23.0	24.5	24.3	27.3	30.9	36.8	22.0	25.6
After Jan/Feb 2014	18.0	27.7	23.2	21.9	22.1	20.9	21.9	24.2	25.7	25.3	26.3	18.9	23.2

Route 1a	Micklegate Bar to Hospital via Foss Islands Road												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	18.2	27.5	25.6	25.4	28.6	25.9	27.2	27.8	34.1	33.5	33.8	22.6	29.2
Before Jan/Feb 2013	20.0	29.8	24.9	23.3	24.1	24.3	27.0	26.9	29.3	36.0	35.7	23.5	27.6
After Oct/Nov 2013	22.4	33.0	27.6	30.3	27.6	28.2	30.5	29.7	32.1	37.9	46.3	26.5	30.9
After Jan/Feb 2014	20.9	32.6	28.5	26.0	26.4	25.1	26.1	28.7	30.7	30.8	32.6	23.7	27.8

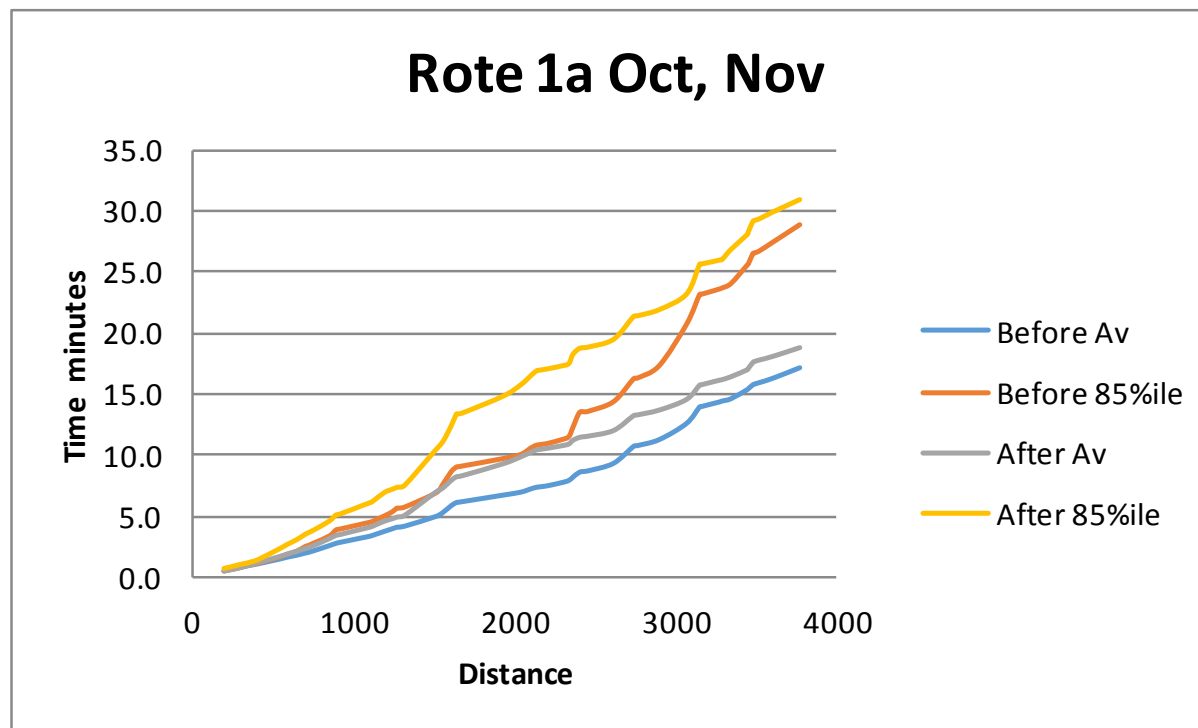
Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	1.1	2.6	1.8	1.8	-0.4	0.5	0.9	0.7	0.0	1.7	5.5	2.0	0.6
85%	1.8	4.4	2.6	3.8	0.8	0.9	1.7	0.7	0.0	2.1	10.8	2.6	1.2
90%	4.2	5.5	2.0	4.8	-1.0	2.3	3.3	2.0	-2.0	4.3	12.5	3.9	1.7
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.9	0.8	1.6	1.0	0.3	-0.4	-0.2	0.4	-0.8	-1.7	-1.8	-0.5	-0.3
85%	1.9	2.9	3.3	2.0	0.9	0.6	0.1	1.4	0.0	-2.0	-1.5	-0.8	0.3
90%	0.9	2.8	3.6	2.7	2.3	0.8	-0.9	1.7	1.4	-5.2	-3.2	0.2	0.2

Commentary:

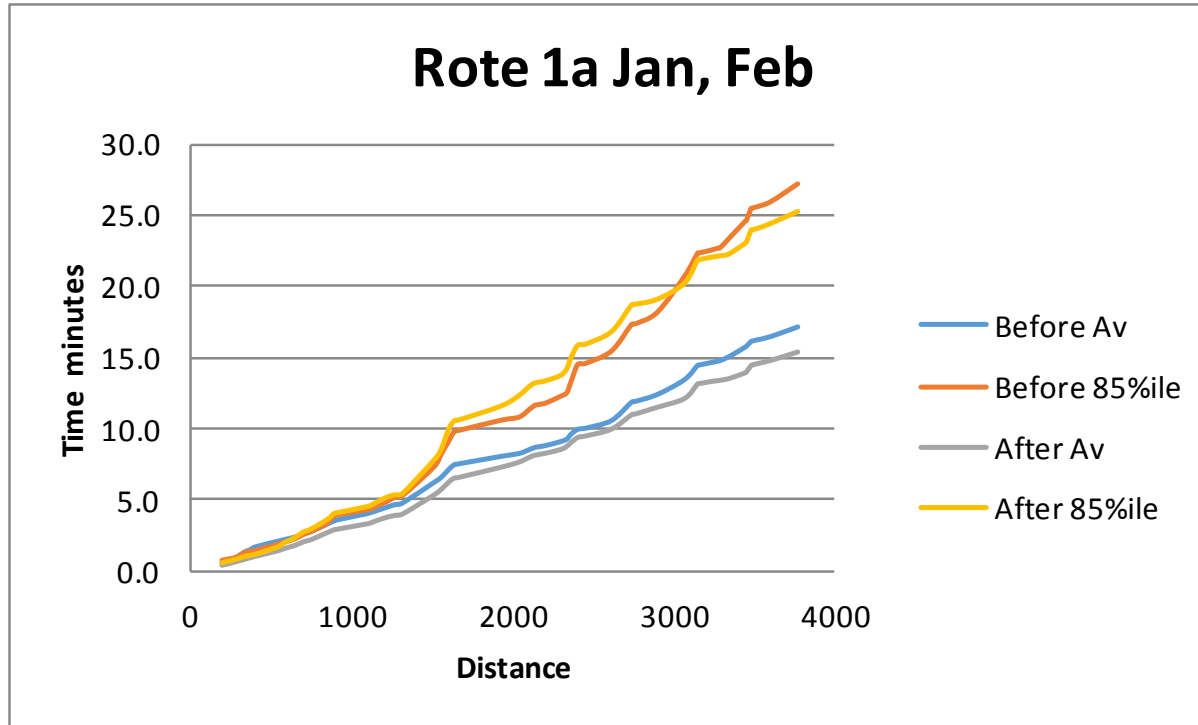
During the first part of the trial some significant increases in travel times (averages, 85th and 90th percentiles) on route 1a are observed for most hours of the week days. Additional delay is being picked up at Walmgate Bar and Layerthorpe Bridge. The increases are most pronounced during the late afternoon and PM peak. The delay corresponds to increases in observed traffic volume.

During the second part of the trial the travel times remain slightly higher during much of the day but reduce significantly in the evening peak. This is confirmed by the traffic flow data that shows that on Foss Islands Road traffic flows were at a similar level pre and during trial.

Time distance plot showing averages and 85thile travel times:



Time distance plot showing averages and 85%ile travel times:



Route1b: 4.6km

Route 1b	Hospital to Micklegate Bar via Foss Islands Road												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	12.5	18.4	17.4	17.7	17.1	17.7	18.9	19.3	21.1	20.6	20.1	16.4	19.0
Before Jan/Feb 2013	12.8	17.8	15.3	16.0	17.5	17.8	18.0	19.7	21.8	18.9	19.7	15.3	18.7
After Oct/Nov 2013	13.6	18.7	17.3	17.9	16.7	16.8	16.8	17.7	20.1	22.8	24.3	18.1	18.4
After Jan/Feb 2014	13.9	18.9	16.7	16.1	15.6	16.5	15.7	17.5	18.2	19.4	18.9	14.9	17.1

Route 1b	Hospital to Micklegate Bar via Foss Islands Road												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	20.3	27.5	25.9	28.7	25.8	26.6	31.6	28.6	31.8	32.0	31.5	23.5	29.3
Before Jan/Feb 2013	18.9	27.0	21.1	25.0	24.8	26.9	27.7	29.5	34.7	28.1	29.5	21.5	28.3
After Oct/Nov 2013	19.7	27.8	26.1	26.7	26.0	24.0	25.0	27.5	31.2	34.4	37.9	26.6	27.9
After Jan/Feb 2014	19.4	28.9	24.9	23.7	22.5	25.0	23.4	26.1	27.2	28.1	28.4	21.2	25.3

Route 1b	Hospital to Micklegate Bar via Foss Islands Road												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	23.6	34.9	33.1	33.9	30.7	34.0	37.7	37.4	39.0	39.3	41.8	30.2	36.2
Before Jan/Feb 2013	23.1	33.4	27.0	29.2	33.8	32.4	35.8	36.4	44.4	34.4	34.9	26.6	35.7
After Oct/Nov 2013	23.5	36.0	34.4	32.1	31.8	29.8	29.9	34.5	39.5	44.8	45.8	32.1	34.8
After Jan/Feb 2014	26.1	35.6	31.1	29.5	28.5	31.6	28.3	30.7	32.7	36.5	33.1	26.7	31.2

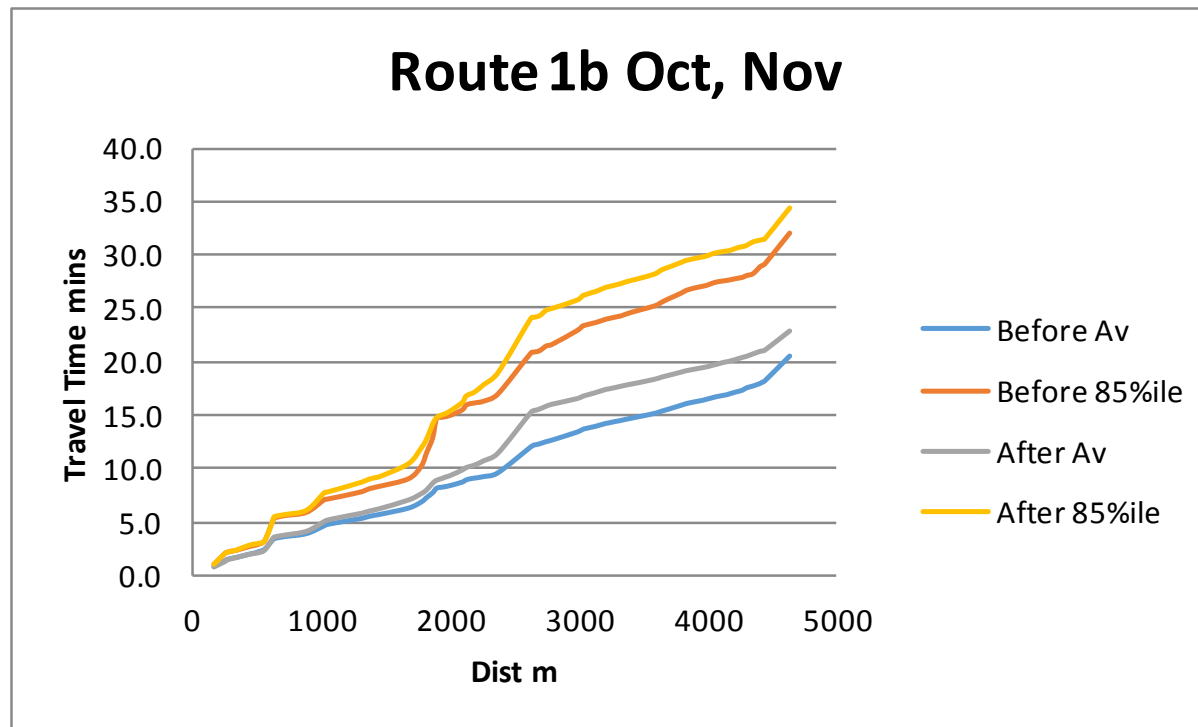
Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	1.1	0.3	-0.1	0.1	-0.4	-0.9	-2.1	-1.7	-1.0	2.2	4.2	1.7	-0.6
85%	-0.6	0.3	0.2	-2.0	0.2	-2.6	-6.6	-1.1	-0.5	2.4	6.4	3.2	-1.4
90%	0.0	1.2	1.3	-1.7	1.1	-4.2	-7.8	-2.9	0.5	5.5	4.0	1.9	-1.3
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	1.1	1.1	1.4	0.1	-1.9	-1.3	-2.3	-2.2	-3.6	0.6	-0.8	-0.4	-1.6
85%	0.4	1.9	3.8	-1.4	-2.2	-1.9	-4.2	-3.4	-7.5	0.0	-1.1	-0.3	-3.1
90%	3.0	2.1	4.1	0.3	-5.3	-0.8	-7.5	-5.7	-11.7	2.1	-1.8	0.1	-4.4

Commentary:

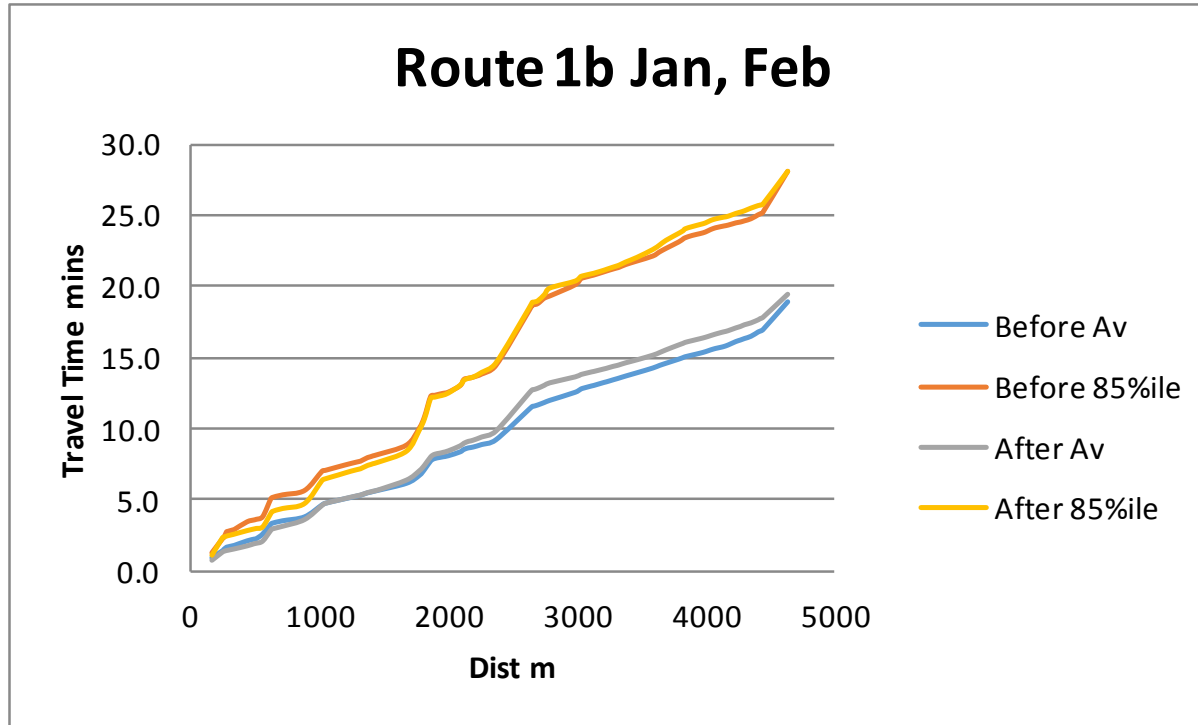
During the first part of the trial some significant increases in travel times (averages, 85th and 90th percentiles) on route 1b are observed for most hours of the week days. Again additional delay is being picked up at Walmgate Bar and Layerthorpe Bridge. The increases are most pronounced during the late afternoon and PM peak. The delay corresponds to increases in observed traffic volume.

During the second part of the trial the travel times are significantly less during most periods of the day but remain slightly up during the PM peak.

Time distance plot showing averages and 85%ile travel times:



Time distance plot showing averages and 85%ile travel times:



Route 2a: 3.0km

Route 2a	A59 - Water End - Clifton Green-Bootham Bar												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	10.1	16.3	10.4	9.5	11.1	12.4	12.1	11.9	14.8	16.7	19.0	12.0	12.9
Before Jan/Feb 2013	10.0	16.8	10.9	8.0	10.3	10.1	11.4	10.3	13.2	17.5	20.1	13.3	11.8
After Oct/Nov 2013	10.1	19.3	13.3	9.9	9.8	8.5	9.1	10.5	10.5	10.4	18.7	15.1	9.8
After Jan/Feb 2014	8.7	20.0	11.5	8.9	9.4	9.1	9.3	9.3	9.7	11.1	17.8	13.1	9.6

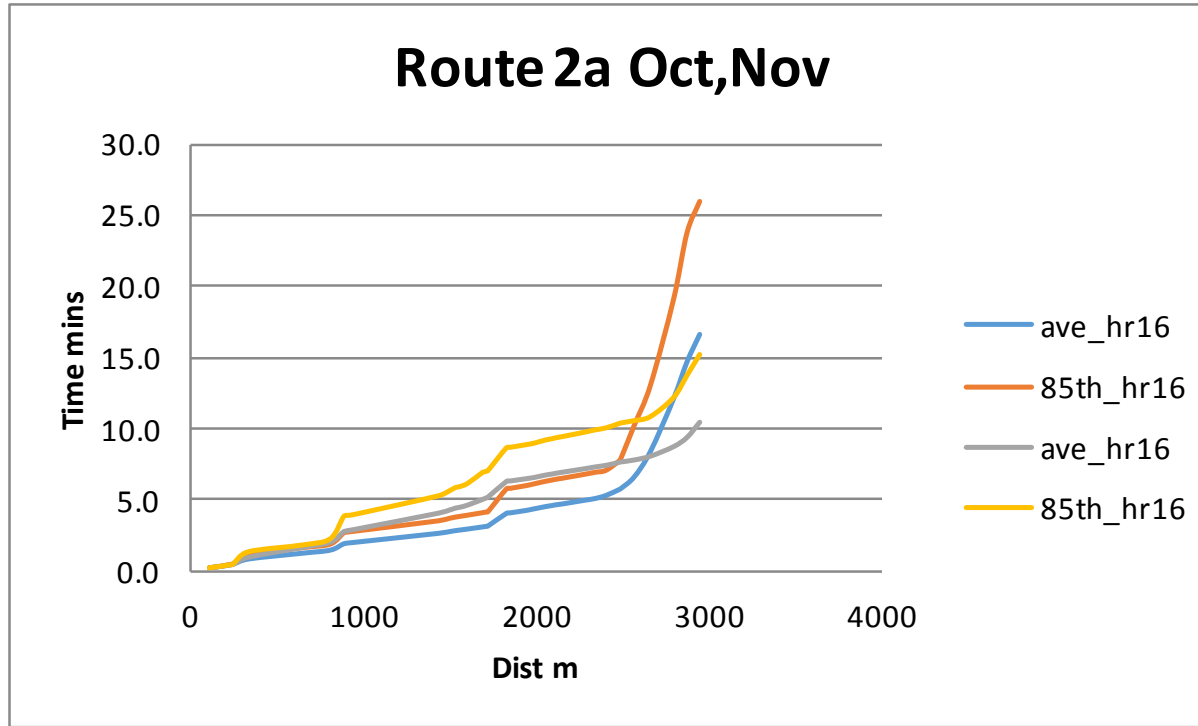
Route 2a	A59 - Water End - Clifton Green-Bootham Bar												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	16.0	26.7	14.5	13.9	17.3	17.7	18.0	18.0	22.2	26.0	30.4	18.3	19.4
Before Jan/Feb 2013	17.3	27.1	16.5	11.5	15.8	15.1	18.7	15.4	20.0	24.8	32.5	19.9	17.8
After Oct/Nov 2013	17.1	32.2	19.9	14.4	14.9	12.5	13.0	15.3	15.6	15.2	31.1	22.8	14.4
After Jan/Feb 2014	12.7	33.4	17.2	13.5	13.9	13.4	14.2	13.3	14.0	16.0	29.4	19.1	14.1

Route 2a	A59 - Water End - Clifton Green-Bootham Bar												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	18.3	31.3	17.5	15.3	19.1	23.1	20.0	19.3	31.0	29.2	38.5	20.3	23.0
Before Jan/Feb 2013	21.4	32.1	18.5	12.4	19.5	15.8	19.3	17.7	23.8	26.0	40.3	28.8	19.7
After Oct/Nov 2013	20.3	36.3	24.1	16.5	17.2	14.4	15.8	19.6	18.7	17.8	39.8	24.8	17.2
After Jan/Feb 2014	15.7	37.9	20.2	15.0	15.7	15.7	16.4	16.2	16.0	20.8	42.1	23.6	16.7

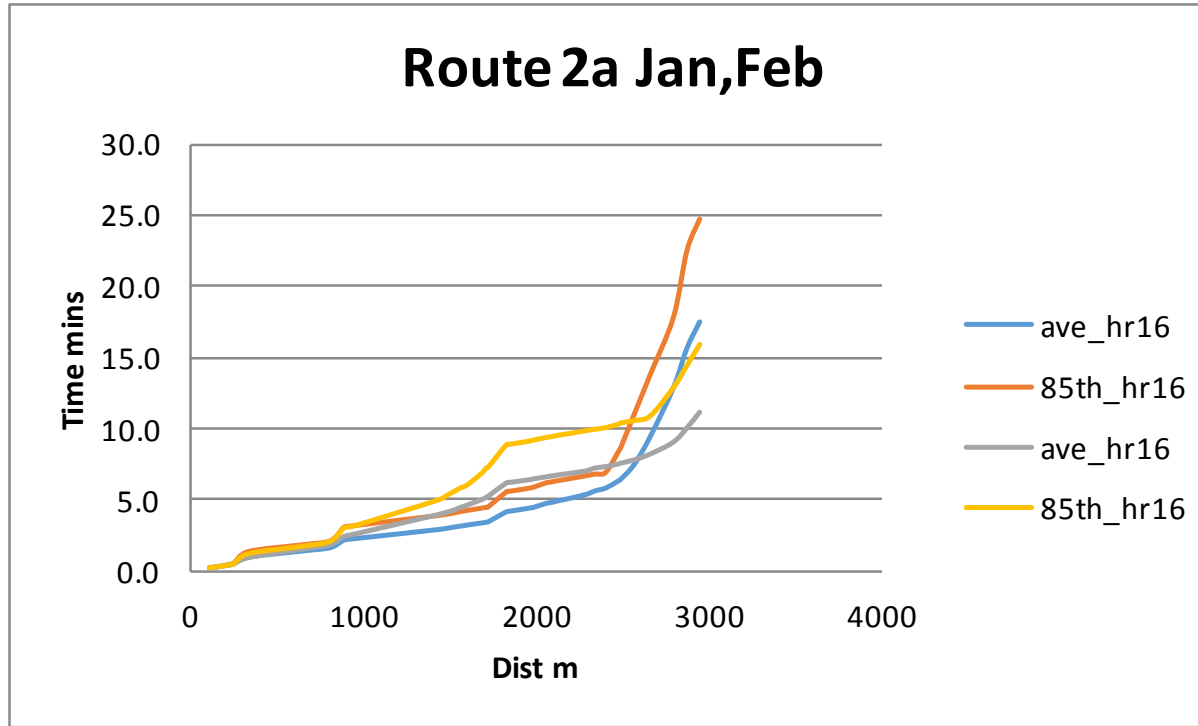
Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.1	3.1	2.9	0.3	-1.3	-3.9	-3.0	-1.4	-4.3	-6.3	-0.3	3.0	-3.1
85%	1.1	5.5	5.4	0.4	-2.4	-5.2	-5.1	-2.7	-6.6	-10.8	0.7	4.6	-5.0
90%	2.1	5.0	6.6	1.2	-1.8	-8.7	-4.2	0.2	-12.2	-11.4	1.3	4.5	-5.8
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	-1.3	3.2	0.6	1.0	-1.0	-0.9	-2.0	-1.0	-3.5	-6.4	-2.4	-0.2	-2.2
85%	-4.6	6.3	0.7	2.0	-1.9	-1.7	-4.5	-2.1	-6.0	-8.8	-3.1	-0.8	-3.7
90%	-5.6	5.8	1.7	2.6	-3.8	0.0	-2.9	-1.5	-7.8	-5.1	1.8	-5.2	-3.1

Commentary: This route shows a significant saving in travel time due to the improvements that are seen on Bootham inbound. Savings of between 5 and 10 minutes are observed on this route.

Time distance plot showing averages and 85%ile travel times:



Time distance plot showing averages and 85%ile travel times:



Route 2b: 2.9km

Route 2b	Bootham-Clifton Green-Water End-A59												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	5.6	7.8	5.5	5.5	5.5	5.5	5.5	5.6	6.3	9.3	9.7	6.2	6.2
Before Jan/Feb 2013	5.9	9.1	6.1	5.5	5.6	6.1	5.8	5.9	7.3	12.6	12.0	8.5	7.1
After Oct/Nov 2013	5.4	7.0	5.5	5.5	5.6	5.6	5.9	6.1	7.3	12.9	10.8	6.6	7.1
After Jan/Feb 2014	5.9	7.8	5.5	5.4	5.4	5.5	5.6	5.9	7.2	12.5	11.5	6.5	6.9

Route 2b	Bootham-Clifton Green-Water End-A59												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	7.6	11.3	7.2	7.0	7.1	7.1	7.3	7.6	8.7	14.8	14.8	9.4	8.6
Before Jan/Feb 2013	7.9	13.8	7.3	7.0	7.3	7.2	7.2	7.5	9.3	21.4	16.2	11.0	9.8
After Oct/Nov 2013	6.9	10.1	7.3	7.1	7.3	7.5	7.6	8.5	11.0	20.8	16.5	9.2	10.2
After Jan/Feb 2014	8.1	11.3	6.9	6.8	7.0	7.0	7.5	8.1	11.4	20.7	18.2	9.5	10.0

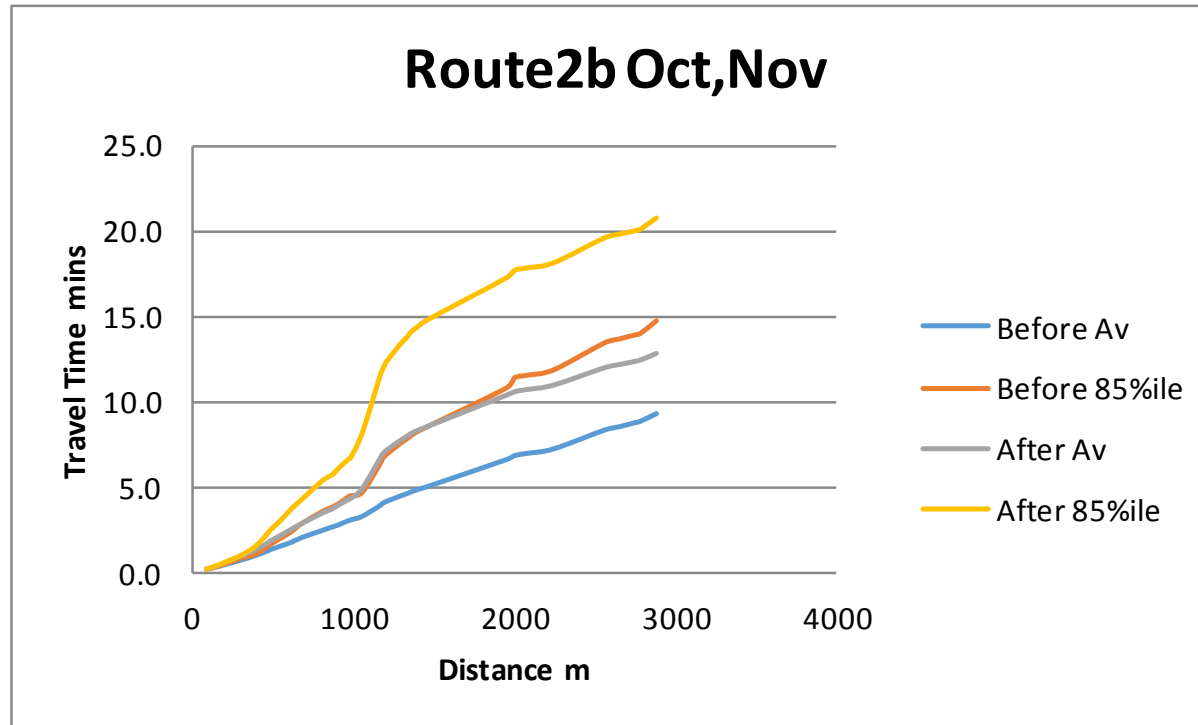
Route 2b	Bootham-Clifton Green-Water End-A59												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	8.7	14.2	8.2	7.5	7.8	8.1	7.9	8.3	10.0	18.2	17.4	11.0	9.9
Before Jan/Feb 2013	9.4	18.7	8.2	7.5	7.9	8.4	8.1	8.3	12.2	25.5	23.7	15.2	11.4
After Oct/Nov 2013	7.8	11.8	8.1	8.0	8.2	8.7	8.6	9.5	12.8	24.1	21.0	10.9	11.7
After Jan/Feb 2014	9.2	13.4	7.7	7.6	7.7	8.0	8.4	9.4	12.9	23.8	20.6	11.5	11.4

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	-0.2	-0.8	0.1	-0.1	0.1	0.1	0.5	0.4	1.0	3.5	1.0	0.3	0.9
85%	-0.7	-1.2	0.1	0.1	0.2	0.3	0.3	0.9	2.3	6.0	1.7	-0.2	1.6
90%	-0.9	-2.4	-0.1	0.5	0.5	0.6	0.7	1.2	2.8	5.9	3.6	0.0	1.8
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.0	-1.3	-0.6	-0.1	-0.2	-0.6	-0.2	-0.1	-0.1	0.0	-0.5	-2.0	-0.2
85%	0.2	-2.6	-0.5	-0.2	-0.2	-0.2	0.3	0.6	2.1	-0.7	2.0	-1.6	0.3
90%	-0.2	-5.3	-0.4	0.1	-0.2	-0.4	0.2	1.0	0.7	-1.7	-3.1	-3.7	0.0

Commentary: During the first part of the trial some significant increases in journey times are observed – with additional delay being picked up on the approach to Clifton Green and Salisbury Road traffic signals during the PM peak. Since the New

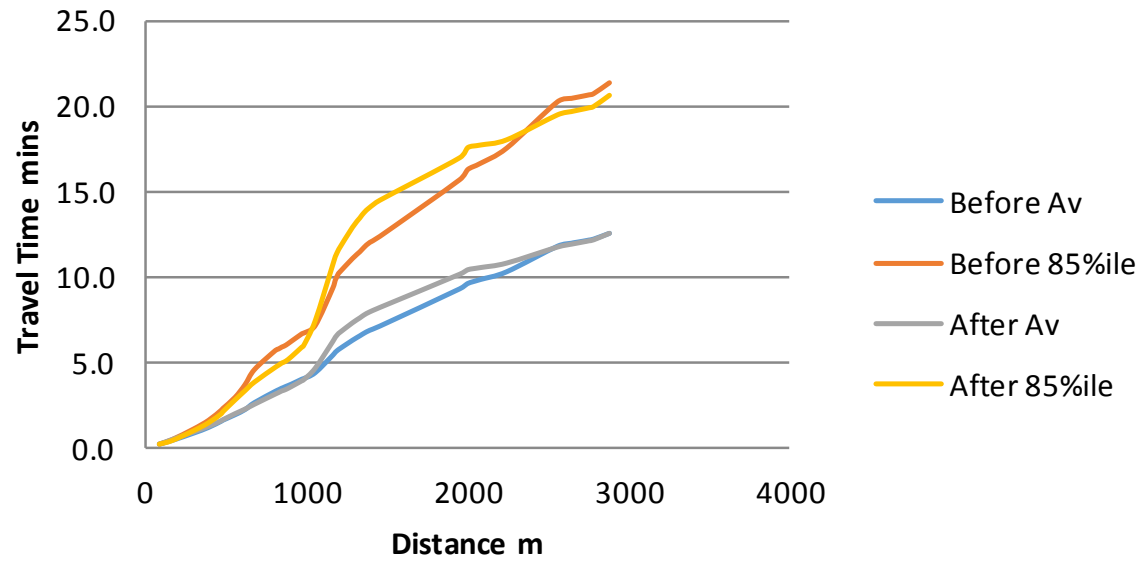
Year these increases have by and large disappeared. Changes to traffic signal settings and the interactions with the Outer Ring Road means that for the second part of the trial journey times are not worsened by the restriction on Lendal Bridge.

Time distance plot showing averages and 85%ile travel times:



Time distance plot showing averages and 85%ile travel times:

Route2b Jan, Feb



Route 3a:

Route 3a	Leeman Road Inbound												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	3.9	7.0	5.3	3.7	3.5	3.6	3.6	3.9	4.1	3.7	4.0	3.5	3.7
Before Jan/Feb 2013	3.7	6.4	4.6	3.5	3.3	3.3	3.5	3.9	4.4	4.5	4.3	3.4	3.8
After Oct/Nov 2013	3.6	4.3	3.8	3.5	3.3	3.5	4.2	3.5	3.5	3.6	3.8	4.0	3.6
After Jan/Feb 2014	4.1	7.0	5.3	3.5	3.6	4.0	3.8	3.5	3.8	3.9	4.3	3.6	3.7

Route 3a	Leeman Road Inbound												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	4.7	12.2	9.3	4.2	4.3	4.3	4.2	4.4	5.7	4.4	5.0	4.2	4.5
Before Jan/Feb 2013	4.9	11.5	5.4	4.2	3.9	4.0	4.2	4.8	5.7	4.9	6.7	4.3	4.6
After Oct/Nov 2013	4.7	6.1	4.9	4.1	4.0	4.0	4.2	4.1	4.2	4.5	4.7	4.7	4.2
After Jan/Feb 2014	6.4	11.8	8.1	4.2	4.4	4.2	4.5	4.2	4.4	5.2	5.3	4.2	4.5

Route 3a	Leeman Road Inbound												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	6.2	16.0	11.0	4.5	5.5	5.0	4.4	5.3	6.8	5.1	5.8	4.3	5.3
Before Jan/Feb 2013	6.1	12.2	7.3	4.5	4.3	4.4	4.6	5.3	8.1	7.6	8.1	4.5	5.6
After Oct/Nov 2013	5.1	7.1	5.7	4.7	4.3	4.6	4.6	4.5	4.9	5.1	5.9	5.5	4.7
After Jan/Feb 2014	7.2	12.8	11.5	4.5	4.8	5.1	5.0	4.6	5.4	6.0	6.5	4.6	5.1

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	-0.3	-2.7	-1.4	-0.3	-0.2	-0.2	0.6	-0.4	-0.6	-0.1	-0.3	0.5	-0.2
85%	0.1	-6.1	-4.3	-0.1	-0.3	-0.3	0.0	-0.3	-1.5	0.1	-0.3	0.6	-0.4
90%	-1.1	-8.9	-5.2	0.2	-1.2	-0.4	0.2	-0.8	-1.9	-0.1	0.0	1.2	-0.6
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.3	0.6	0.7	0.0	0.3	0.7	0.3	-0.5	-0.6	-0.6	0.0	0.2	-0.1
85%	1.5	0.3	2.7	0.0	0.4	0.2	0.2	-0.6	-1.3	0.2	-1.4	-0.1	-0.1
90%	1.2	0.7	4.2	0.0	0.5	0.7	0.3	-0.7	-2.7	-1.6	-1.6	0.1	-0.5

Commentary: Travel times remain consistent through the trial (during the restricted period) on this route and are unchanged 10:30 to 13:00 but show a reductions after 13:00.

Route 3b

Route 3b	Leeman Road Outbound												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	3.3	3.8	3.4	3.4	3.4	3.7	3.7	3.6	3.9	4.1	3.8	3.7	3.7
Before Jan/Feb 2013	3.5	4.0	3.4	3.4	3.8	3.3	3.3	3.5	3.9	4.0	4.5	3.9	3.6
After Oct/Nov 2013	3.2	4.5	3.6	3.8	3.7	3.8	3.6	3.9	4.3	5.9	4.8	4.0	4.2
After Jan/Feb 2014	3.5	4.4	3.7	3.7	3.6	3.6	4.2	3.9	4.8	6.5	5.7	4.0	4.4

Route 3b	Leeman Road Outbound												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	4.2	4.9	4.5	4.4	4.1	4.1	4.5	4.5	4.9	5.2	5.2	4.9	4.5
Before Jan/Feb 2013	4.0	4.9	4.5	4.1	4.3	4.3	4.4	4.4	4.6	5.3	5.5	5.2	4.5
After Oct/Nov 2013	4.2	6.1	4.5	4.4	5.0	4.7	4.6	5.2	5.7	8.7	5.7	4.4	5.6
After Jan/Feb 2014	4.7	6.2	4.5	4.7	4.6	4.7	5.2	5.3	6.3	10.2	6.5	5.6	6.0

Route 3b	Leeman Road Outbound												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	4.4	5.5	4.7	5.1	4.9	4.6	5.1	5.2	5.6	6.1	5.6	5.4	5.2
Before Jan/Feb 2013	4.5	5.5	5.0	4.5	5.1	5.0	4.6	5.0	5.8	6.6	7.2	6.3	5.3
After Oct/Nov 2013	4.6	7.3	5.2	4.8	5.3	5.4	5.3	6.3	6.4	12.1	7.4	4.9	6.7
After Jan/Feb 2014	4.9	7.1	4.8	5.2	6.0	5.3	6.0	6.6	7.7	13.9	9.2	5.8	7.4

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	-0.1	0.7	0.2	0.4	0.3	0.0	-0.1	0.3	0.4	1.8	0.9	0.4	0.4
85%	0.0	1.2	0.0	0.0	0.9	0.6	0.1	0.7	0.8	3.5	0.5	-0.5	1.0
90%	0.3	1.8	0.4	-0.3	0.4	0.8	0.2	1.1	0.8	6.0	1.8	-0.5	1.4
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.0	0.4	0.2	0.3	-0.2	0.3	0.8	0.4	1.0	2.4	1.1	0.1	0.7
85%	0.7	1.4	0.1	0.6	0.3	0.4	0.8	1.0	1.7	5.0	1.0	0.4	1.5
90%	0.4	1.6	-0.2	0.7	0.9	0.3	1.4	1.6	1.9	7.3	2.0	-0.4	2.1

Commentary: During much of the day travel times are unaltered. There is an increase between 16:00 and 17:00 that is particularly noticeable on the 90%iles. This seems due to occasions where exit blocking onto Water End occurs.

Route 4a:

Route 4a	Clarence Street to Bootham												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	2.7	4.9	5.8	6.8	5.3	5.4	6.9	5.4	4.4	4.6	4.7	4.1	5.4
Before Jan/Feb 2013	3.3	5.0	5.0	5.3	4.8	4.3	5.3	4.9	4.7	4.3	5.0	3.7	4.8
After Oct/Nov 2013	3.0	5.0	4.8	4.5	2.6	2.4	2.7	2.8	3.3	4.4	5.5	5.2	3.1
After Jan/Feb 2014	3.3	4.7	4.5	4.1	2.6	2.5	2.7	2.8	3.1	3.6	4.5	4.1	3.0

Route 4a	Clarence Street to Bootham												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	5.0	7.2	8.4	11.8	7.8	8.2	13.5	8.0	7.6	6.9	7.5	6.6	8.9
Before Jan/Feb 2013	4.9	7.5	6.7	8.9	6.8	6.6	9.0	7.5	6.9	6.2	7.9	5.6	7.3
After Oct/Nov 2013	5.1	7.3	7.0	6.0	3.9	3.9	3.9	5.6	5.7	6.8	9.0	8.7	5.0
After Jan/Feb 2014	5.5	7.1	7.5	5.6	4.1	4.0	4.3	4.7	4.5	5.1	7.6	7.0	4.5

Route 4a	Clarence Street to Bootham												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	5.6	10.5	11.9	13.1	9.2	11.2	14.2	11.9	8.6	7.5	8.2	7.6	10.6
Before Jan/Feb 2013	5.2	8.6	8.1	9.0	9.6	8.0	11.9	9.7	9.8	7.0	8.9	6.5	9.3
After Oct/Nov 2013	5.7	9.4	9.1	12.4	4.9	4.6	4.7	5.7	7.0	7.5	10.6	9.6	6.2
After Jan/Feb 2014	7.0	8.5	8.8	7.2	4.9	4.4	5.5	4.8	5.5	6.0	8.2	7.3	5.3

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.2	0.1	-0.9	-2.3	-2.7	-2.9	-4.2	-2.5	-1.2	-0.2	0.8	1.1	-2.3
85%	0.1	0.1	-1.4	-5.8	-3.8	-4.3	-9.6	-2.4	-1.9	-0.2	1.6	2.1	-3.9
90%	0.0	-1.1	-2.8	-0.7	-4.3	-6.6	-9.5	-6.2	-1.6	0.0	2.4	2.0	-4.4
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.0	-0.3	-0.5	-1.3	-2.3	-1.8	-2.6	-2.1	-1.6	-0.8	-0.5	0.4	-1.8
85%	0.6	-0.3	0.8	-3.3	-2.7	-2.6	-4.8	-2.9	-2.4	-1.1	-0.3	1.4	-2.8
90%	1.9	0.0	0.7	-1.8	-4.8	-3.7	-6.4	-4.9	-4.3	-1.0	-0.7	0.8	-4.0

Commentary: Significant improvements are observed particularly around midday due to the decongestion of Gillygate.

Route 5a: 5.1km

Route 5a	A19 Fulford Road Inbound												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	12.0	19.6	14.8	12.9	12.8	13.0	13.2	12.7	15.1	16.0	19.1	15.5	13.7
Before Jan/Feb 2013	12.1	19.3	13.8	11.9	12.2	12.4	12.5	12.1	13.2	17.8	18.8	15.4	13.2
After Oct/Nov 2013	13.4	21.2	14.6	12.6	12.5	14.1	13.0	11.9	13.6	14.7	17.4	14.0	13.2
After Jan/Feb 2014	13.8	20.3	13.5	11.9	11.7	12.0	12.3	12.1	12.5	13.3	16.9	12.3	12.3

Route 5a	A19 Fulford Road Inbound												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	17.2	32.0	22.7	18.1	18.2	18.2	19.3	18.2	23.0	23.5	28.1	21.0	19.9
Before Jan/Feb 2013	17.3	30.6	21.2	16.1	16.0	16.9	17.4	16.1	18.0	24.8	28.1	21.7	18.0
After Oct/Nov 2013	20.0	34.9	22.8	17.4	17.9	19.1	18.9	16.3	19.1	21.0	27.4	18.8	18.6
After Jan/Feb 2014	20.3	33.6	19.6	15.8	16.1	16.3	16.4	16.4	16.8	18.8	25.5	16.5	16.7

Route 5a	A19 Fulford Road Inbound												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	20.1	38.2	27.4	22.5	21.4	22.5	23.2	21.6	28.4	28.7	36.1	27.2	24.1
Before Jan/Feb 2013	20.2	37.9	24.9	19.3	18.7	19.6	20.9	19.3	22.5	34.3	37.2	26.8	22.3
After Oct/Nov 2013	23.1	41.1	26.6	21.2	21.1	23.1	22.5	18.4	22.6	25.6	34.3	23.4	22.1
After Jan/Feb 2014	24.7	39.3	24.4	18.1	18.6	19.4	19.3	19.2	20.2	23.3	34.1	20.7	19.8

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	1.4	1.6	-0.1	-0.2	-0.3	1.1	-0.3	-0.8	-1.5	-1.3	-1.6	-1.6	-0.5
85%	2.8	2.9	0.1	-0.7	-0.3	0.9	-0.4	-1.9	-3.9	-2.5	-0.7	-2.2	-1.3
90%	3.0	2.9	-0.8	-1.3	-0.3	0.5	-0.7	-3.1	-5.8	-3.0	-1.8	-3.8	-2.0
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	1.7	1.0	-0.3	0.0	-0.4	-0.4	-0.2	0.0	-0.7	-4.5	-1.9	-3.1	-1.0
85%	2.9	3.0	-1.6	-0.4	0.0	-0.5	-1.0	0.3	-1.2	-6.0	-2.5	-5.2	-1.3
90%	4.6	1.4	-0.5	-1.2	-0.1	-0.2	-1.6	-0.1	-2.3	-11.1	-3.1	-6.1	-2.5

Commentary: Some significant improvements during the PM peak are observed – this seem due to the alterations to the traffic signal timings that were made as part of the trial. It should be noted that although there have been measurable improvements there is still a significant level of delay experienced on this route due to the volume of traffic.

Route 5b: 4.1km

Route 5b	A19 Fulford Road Outbound												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	6.8	8.3	7.3	7.1	7.3	7.7	7.9	8.3	11.4	18.8	21.1	10.5	10.0
BeforeJanFeb2013	6.8	7.9	6.9	6.9	7.0	7.3	7.2	7.3	8.8	11.7	13.2	9.7	8.1
AfterOctNov2013	6.9	8.4	7.5	7.7	7.7	7.9	8.3	8.3	12.5	20.5	21.4	10.2	10.6
AfterJanFeb2014	7.6	8.9	7.9	7.6	7.8	7.9	8.3	9.0	12.0	16.3	12.6	7.8	10.0

Route 5b	A19 Fulford Road Outbound												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	8.3	11.1	9.2	8.9	8.8	9.7	10.3	10.5	17.5	32.4	36.0	14.0	14.4
BeforeJanFeb2013	8.4	10.6	8.6	8.5	8.5	9.3	9.2	9.1	11.7	18.7	19.4	11.0	10.9
AfterOctNov2013	8.7	11.2	9.5	9.9	9.8	10.4	10.8	10.9	18.4	32.2	34.9	14.4	15.0
AfterJanFeb2014	9.7	11.0	9.5	9.5	9.4	9.8	9.9	10.3	17.2	25.9	19.7	9.6	13.4

Route 5b	A19 Fulford Road Outbound												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	9.4	13.1	10.5	9.9	10.1	11.6	12.0	12.1	21.6	36.9	42.6	19.9	16.8
BeforeJanFeb2013	9.5	11.9	9.9	9.6	9.7	10.2	10.2	10.2	13.7	24.0	25.1	13.1	12.7
AfterOctNov2013	9.8	13.0	10.5	11.3	11.1	11.5	12.2	12.9	23.2	40.9	43.5	17.2	18.1
AfterJanFeb2014	11.6	13.5	11.1	10.5	10.7	11.4	11.5	12.9	23.2	31.2	25.0	10.7	16.3

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.1	0.1	0.2	0.6	0.4	0.1	0.4	0.0	1.1	1.8	0.3	-0.3	0.6
85%	0.4	0.1	0.3	1.1	1.0	0.7	0.5	0.5	0.8	-0.2	-1.1	0.4	0.6
90%	0.4	-0.1	0.0	1.4	1.0	-0.1	0.3	0.8	1.7	4.0	0.9	-2.7	1.3
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.8	1.0	1.0	0.6	0.9	0.6	1.1	1.7	3.1	4.6	-0.6	-1.9	1.9
85%	1.3	0.4	0.9	1.0	0.9	0.5	0.7	1.3	5.5	7.2	0.3	-1.4	2.6
90%	2.2	1.6	1.1	0.9	1.0	1.2	1.3	2.7	9.5	7.2	0.0	-2.3	3.6

Commentary: Since the New Year the outbound route is picking up significant increases in delay PM compared to similar months pre-trial. Looking at the data this is because the before figures for the PM for Jan, Feb 2013 are surprisingly good one possibility for this is that it is weather dependant – with poor weather at the start of 2013.

Route 6a: 16.9km

Route 6a	A1237 ORR Anti-clockwise Hopgrove to A64												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	19.2	26.5	18.6	18.4	19.3	19.0	19.5	20.0	22.1	26.8	31.7	20.6	20.9
Before Jan/Feb 2013	19.8	25.3	18.5	17.8	18.3	18.5	19.1	19.9	21.0	26.8	33.7	21.7	20.4
After Oct/Nov 2013	21.0	26.0	19.5	20.2	21.7	21.8	22.4	24.0	25.4	31.0	37.1	21.8	24.0
After Jan/Feb 2014	21.6	25.5	19.1	18.6	19.9	20.8	20.7	22.2	24.3	29.8	38.3	22.9	22.6

Route 6a	A1237 ORR Anti-clockwise Hopgrove to A64												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	23.0	35.1	22.1	21.5	21.7	22.6	23.9	24.7	28.8	35.8	44.4	25.9	25.9
Before Jan/Feb 2013	24.3	33.9	21.6	20.7	21.6	21.8	23.1	24.1	25.4	37.5	53.1	28.2	25.2
After Oct/Nov 2013	26.4	34.4	23.7	25.3	27.7	28.0	29.1	32.3	33.7	44.3	57.9	27.6	32.0
After Jan/Feb 2014	27.6	34.0	22.4	21.7	23.7	25.7	26.4	27.9	32.3	43.4	63.1	28.9	29.2

Route 6a	A1237 ORR Anti-clockwise Hopgrove to A64												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	25.4	39.9	24.3	22.9	23.5	24.6	26.5	27.0	33.3	40.0	50.1	28.5	28.7
Before Jan/Feb 2013	27.4	38.4	23.7	22.2	23.3	23.6	25.9	26.6	28.7	43.2	61.9	31.7	28.1
After Oct/Nov 2013	29.2	39.4	26.8	28.1	30.8	31.3	32.0	35.7	38.3	51.4	67.2	31.3	35.9
After Jan/Feb 2014	31.1	39.0	24.2	23.2	25.5	27.8	29.2	31.1	35.9	48.0	70.1	35.7	32.2

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	1.8	-0.5	0.9	1.8	2.4	2.7	2.9	3.9	3.2	4.1	5.5	1.2	3.1
85%	3.4	-0.7	1.7	3.8	6.0	5.4	5.2	7.6	4.9	8.5	13.5	1.7	6.1
90%	3.8	-0.5	2.5	5.1	7.4	6.6	5.5	8.7	5.0	11.4	17.1	2.7	7.3
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	1.8	0.1	0.5	0.8	1.6	2.3	1.6	2.3	3.4	3.0	4.6	1.2	2.2
85%	3.3	0.1	0.8	1.0	2.1	3.9	3.3	3.8	6.8	5.8	10.0	0.7	4.0
90%	3.7	0.7	0.5	1.1	2.2	4.2	3.3	4.5	7.2	4.8	8.1	4.0	4.1

Commentary: General worsening in travel times – due to ongoing improvement works on the A59 roundabout.

Route 6b:

Route 6b	A1237 ORR Clockwise A64 to Hopgrove												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	22.3	29.1	20.7	18.9	18.8	19.3	18.9	20.0	24.6	27.7	33.9	21.8	21.3
Before Jan/Feb 2013	23.0	27.4	18.7	17.4	18.0	18.2	18.4	18.8	21.8	25.1	28.0	20.1	19.8
After Oct/Nov 2013	23.9	28.7	21.3	19.9	20.7	21.1	21.1	21.8	25.4	30.4	33.9	24.4	23.1
After Jan/Feb 2014	24.0	31.6	21.3	19.2	19.5	19.3	19.9	20.1	22.1	23.8	31.9	22.7	20.6

Route 6b	A1237 ORR Clockwise A64 to Hopgrove												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	29.2	38.7	26.1	22.3	23.2	23.9	24.0	25.1	32.0	37.3	46.8	28.0	27.2
Before Jan/Feb 2013	30.4	37.8	22.7	20.0	21.0	21.5	22.2	22.3	27.9	34.3	39.0	25.4	24.5
After Oct/Nov 2013	32.0	38.9	27.6	25.4	25.8	26.8	27.0	28.7	33.9	40.4	46.1	32.7	30.0
After Jan/Feb 2014	31.8	46.0	27.4	23.5	23.2	24.1	25.4	25.6	29.5	32.3	43.6	30.0	26.4

Route 6b	A1237 ORR Clockwise A64 to Hopgrove												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	32.3	44.6	29.0	24.5	26.0	26.1	26.2	27.8	35.6	44.2	56.2	33.4	30.5
Before Jan/Feb 2013	32.7	42.0	25.5	21.5	22.9	23.4	24.1	24.2	30.3	36.7	42.8	29.6	26.5
After Oct/Nov 2013	36.8	43.3	30.1	28.1	29.4	30.3	30.3	31.6	38.6	48.9	52.4	37.2	34.3
After Jan/Feb 2014	35.1	51.3	30.3	25.1	25.3	26.6	28.4	28.1	32.2	36.7	48.6	32.9	29.2

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	1.5	-0.4	0.6	0.9	1.9	1.8	2.2	1.8	0.8	2.7	-0.1	2.6	1.8
85%	2.8	0.1	1.4	3.1	2.6	2.8	3.0	3.6	1.9	3.1	-0.7	4.7	2.9
90%	4.5	-1.3	1.1	3.6	3.3	4.2	4.0	3.9	3.0	4.7	-3.8	3.7	3.8
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	1.0	4.2	2.6	1.9	1.5	1.0	1.4	1.3	0.2	-1.3	3.9	2.6	0.8
85%	1.4	8.2	4.7	3.4	2.2	2.6	3.1	3.3	1.6	-2.1	4.6	4.6	1.9
90%	2.4	9.2	4.8	3.6	2.4	3.2	4.3	3.8	1.9	0.0	5.8	3.3	2.7

Commentary: General worsening in travel times – due to ongoing improvement works on the A59 roundabout.

Route 7a: 2.3km

Route 7a	Micklegate Bar to Hospital via Lendal Bridge												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	9.9	15.4	11.1	10.5	10.0	9.5	11.0	11.1	12.1	13.6	15.1	12.9	11.2
Before Jan/Feb 2013	10.2	14.1	10.6	9.6	9.9	10.3	9.9	10.4	11.4	12.0	13.1	13.1	10.6
After Oct/Nov 2013	10.1	14.8	11.2	9.8	10.1	9.5	10.1	8.8	10.6	11.3	14.6	11.8	10.1
After Jan/Feb 2014	9.2	14.7	10.5	9.5	9.0	9.4	9.2	8.8	9.1	9.7	12.9	11.0	9.2

Route 7a	Micklegate Bar to Hospital via Lendal Bridge												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	16.9	26.6	17.6	16.8	16.7	16.0	18.2	17.9	20.4	22.8	25.3	22.7	18.5
Before Jan/Feb 2013	18.1	24.0	17.2	15.3	16.3	16.4	15.3	16.8	18.7	20.7	21.2	23.2	17.2
After Oct/Nov 2013	17.1	25.1	19.1	15.6	15.3	15.2	16.6	11.7	15.5	17.2	23.6	18.9	15.3
After Jan/Feb 2014	16.3	24.2	17.3	15.4	14.2	13.8	14.3	14.4	13.4	16.8	20.6	20.1	14.6

Route 7a	Micklegate Bar to Hospital via Lendal Bridge												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	20.3	30.1	20.5	19.1	19.6	18.3	20.5	21.6	23.5	27.0	31.3	25.7	21.6
Before Jan/Feb 2013	21.6	27.8	21.0	17.6	18.5	18.8	19.3	19.3	22.5	24.4	25.5	29.6	20.2
After Oct/Nov 2013	20.6	28.5	21.6	17.8	20.3	17.0	20.2	14.0	20.0	23.7	29.6	21.0	19.1
After Jan/Feb 2014	19.9	28.0	19.3	16.9	15.9	15.4	16.6	15.4	16.5	18.7	24.9	23.1	16.4

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.1	-0.5	0.1	-0.7	0.1	0.0	-0.9	-2.3	-1.5	-2.3	-0.6	-1.1	-1.1
85%	0.2	-1.5	1.5	-1.2	-1.4	-0.8	-1.6	-6.1	-4.9	-5.6	-1.7	-3.7	-3.2
90%	0.3	-1.7	1.1	-1.3	0.7	-1.3	-0.4	-7.6	-3.5	-3.3	-1.8	-4.7	-2.5
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	-0.9	0.6	-0.1	-0.1	-0.9	-0.9	-0.8	-1.6	-2.4	-2.3	-0.2	-2.1	-1.4
85%	-1.8	0.3	0.1	0.1	-2.0	-2.6	-1.0	-2.4	-5.2	-3.8	-0.6	-3.0	-2.6
90%	-1.6	0.2	-1.7	-0.6	-2.6	-3.4	-2.7	-4.0	-6.0	-5.8	-0.7	-6.6	-3.8

Commentary: Significant improvement in journey times for those vehicles that are allowed to use this route. This is a good measure of the potential savings in travel times that buses using the bridge could achieve with timetable changes,.

Route7b: 2.3km

Route 7b	Hospital to Micklegate Bar via Lendal Bridge												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	9.2	13.3	13.9	16.4	13.8	13.7	15.3	14.7	14.5	15.1	17.5	14.3	14.7
BeforeJanFeb2013	9.7	14.0	12.7	14.3	13.3	12.4	13.7	14.4	15.3	16.0	18.4	15.1	14.2
AfterOctNov2013	9.5	12.9	12.5	12.4	10.5	10.5	9.9	10.2	11.6	12.4	15.4	14.2	11.0
AfterJanFeb2014	9.8	12.8	12.0	11.1	9.2	9.0	8.8	9.3	10.2	11.3	14.7	14.2	9.8

Route 7b	Hospital to Micklegate Bar via Lendal Bridge												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	14.8	20.1	22.2	26.4	22.0	21.3	26.5	21.9	23.5	23.6	29.4	24.7	23.4
BeforeJanFeb2013	15.2	22.7	18.5	21.6	19.2	19.2	22.2	22.1	23.0	26.2	31.0	26.1	22.0
AfterOctNov2013	15.2	19.5	19.2	18.2	16.8	16.4	14.8	17.7	20.4	19.8	24.7	23.0	17.7
AfterJanFeb2014	16.0	20.5	19.0	16.4	14.2	14.2	13.6	14.4	14.3	17.7	24.2	25.1	14.8

Route 7b	Hospital to Micklegate Bar via Lendal Bridge												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	17.4	25.4	27.4	30.2	24.8	26.9	29.8	28.7	28.3	28.7	34.9	29.9	28.1
BeforeJanFeb2013	16.9	25.8	23.6	25.2	24.5	22.7	26.6	26.3	28.9	31.5	35.2	31.0	26.6
AfterOctNov2013	16.9	24.6	24.3	26.6	19.5	19.1	18.0	19.8	23.4	23.6	29.0	26.4	21.0
AfterJanFeb2014	19.2	22.7	22.5	19.4	17.2	15.8	17.0	16.6	17.3	20.1	28.1	28.9	17.5

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.3	-0.4	-1.4	-4.1	-3.3	-3.3	-5.4	-4.5	-2.9	-2.7	-2.1	-0.1	-3.7
85%	0.3	-0.6	-3.0	-8.2	-5.2	-5.0	-11.7	-4.3	-3.1	-3.7	-4.6	-1.8	-5.7
90%	-0.5	-0.8	-3.2	-3.5	-5.3	-7.8	-11.8	-9.0	-5.0	-5.1	-5.9	-3.4	-7.0
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.1	-1.1	-0.7	-3.1	-4.1	-3.4	-4.9	-5.1	-5.0	-4.7	-3.7	-0.9	-4.4
85%	0.8	-2.2	0.5	-5.3	-5.0	-5.0	-8.7	-7.8	-8.7	-8.5	-6.9	-1.0	-7.1
90%	2.3	-3.1	-1.1	-5.8	-7.2	-6.8	-9.6	-9.7	-11.6	-11.3	-7.1	-2.1	-9.1

Commentary: Again significant improvement in journey times for those vehicles that are allowed to use this route. This is a good measure of the potential savings in travel times that buses using the bridge could achieve with timetable changes.

Route 8a: 4.3km

Route 8a	A59 Inbound to Micklegate Bar												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	10.9	18.4	12.4	10.3	10.1	10.6	10.5	10.2	11.3	10.6	11.5	11.0	10.5
Before Jan/Feb 2013	11.6	19.4	11.8	10.0	10.0	10.4	9.7	9.5	10.1	9.7	10.8	9.5	9.9
After Oct/Nov 2013	10.3	16.8	10.9	9.3	9.0	9.0	9.4	9.1	9.5	9.5	9.9	9.4	9.2
After Jan/Feb 2014	10.9	21.9	11.3	9.1	8.9	9.0	9.0	8.4	9.4	9.2	10.2	8.9	9.0

Route 8a	A59 Inbound to Micklegate Bar												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	15.1	29.3	18.3	14.6	13.5	15.7	15.1	14.3	15.9	14.7	17.2	15.7	14.8
Before Jan/Feb 2013	16.0	33.6	17.0	13.4	14.1	14.8	14.4	13.9	14.9	14.0	15.0	13.2	14.3
After Oct/Nov 2013	14.3	27.3	15.3	12.3	12.6	13.1	13.2	12.2	13.0	13.1	14.2	13.2	12.8
After Jan/Feb 2014	16.7	40.4	16.7	12.4	12.2	12.3	12.1	11.2	13.4	12.8	13.5	12.5	12.3

Route 8a	A59 Inbound to Micklegate Bar												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	18.3	42.2	22.9	16.9	16.9	18.4	19.1	17.5	20.2	19.0	21.7	19.7	18.4
Before Jan/Feb 2013	20.9	42.7	22.1	16.1	17.2	16.7	16.2	16.7	16.9	16.6	19.5	16.1	16.7
After Oct/Nov 2013	17.1	37.3	19.1	14.6	14.4	14.7	15.8	13.8	15.3	16.1	17.0	15.1	15.0
After Jan/Feb 2014	20.4	51.0	20.1	14.0	14.2	13.7	13.9	12.5	15.7	15.3	15.9	14.2	14.2

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	-0.5	-1.6	-1.5	-0.9	-1.2	-1.5	-1.1	-1.1	-1.8	-1.1	-1.6	-1.6	-1.3
85%	-0.8	-2.0	-3.0	-2.3	-0.9	-2.6	-1.8	-2.1	-2.9	-1.6	-3.0	-2.5	-2.0
90%	-1.1	-4.9	-3.9	-2.4	-2.5	-3.7	-3.4	-3.6	-5.0	-2.9	-4.7	-4.6	-3.4
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	-0.7	2.6	-0.5	-0.9	-1.1	-1.4	-0.8	-1.1	-0.8	-0.6	-0.7	-0.6	-0.9
85%	0.7	6.8	-0.3	-1.0	-1.9	-2.6	-2.2	-2.6	-1.5	-1.2	-1.5	-0.7	-1.9
90%	-0.5	8.2	-2.0	-2.0	-3.0	-3.0	-2.3	-4.3	-1.1	-1.3	-3.5	-1.9	-2.5

Commentary: Some significant improvements observed at the Micklegate Bar traffic signals.

Route 8b

Route 8b	A59 Boroughbridge Rd Outbound from Micklegate Bar												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	13.4	19.0	13.1	11.6	11.7	11.4	11.7	12.2	14.2	15.4	16.1	13.2	12.7
Before Jan/Feb 2013	12.3	17.7	10.6	10.6	10.8	10.9	10.8	11.4	12.9	13.5	14.6	12.4	11.6
After Oct/Nov 2013	12.6	19.6	11.1	11.3	11.1	11.4	11.3	11.3	13.4	12.7	12.7	11.7	11.8
After Jan/Feb 2014	14.6	18.0	10.5	9.5	9.6	10.6	10.4	10.8	12.0	11.8	13.1	11.1	10.8

Route 8b	A59 Boroughbridge Rd Outbound from Micklegate Bar												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	19.7	30.3	19.1	15.6	16.7	16.5	16.7	16.8	20.8	22.5	23.0	18.4	18.1
Before Jan/Feb 2013	19.2	30.7	14.9	14.2	14.6	14.7	14.9	16.2	18.4	19.7	20.7	19.3	16.2
After Oct/Nov 2013	19.5	34.6	15.8	18.2	18.0	17.0	18.0	16.5	22.1	18.9	18.7	17.8	18.4
After Jan/Feb 2014	21.3	29.7	14.5	13.1	13.6	14.2	14.9	15.1	18.4	16.9	19.6	16.6	15.3

Route 8b	A59 Boroughbridge Rd Outbound from Micklegate Bar												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	24.8	40.0	23.1	18.6	19.6	19.6	20.5	20.2	26.6	27.8	28.4	22.6	22.1
Before Jan/Feb 2013	24.9	39.4	18.6	16.6	16.7	17.8	16.9	18.6	21.8	23.2	25.6	22.1	19.0
After Oct/Nov 2013	24.4	42.5	18.9	21.1	20.9	20.5	20.8	20.1	26.3	21.8	21.8	20.1	21.7
After Jan/Feb 2014	30.2	36.2	17.9	15.5	16.2	16.8	19.6	18.3	22.5	20.5	22.1	18.9	18.7

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	-0.8	0.6	-2.0	-0.3	-0.5	0.0	-0.4	-0.9	-0.8	-2.6	-3.4	-1.4	-0.8
85%	-0.3	4.3	-3.2	2.7	1.3	0.5	1.3	-0.4	1.3	-3.6	-4.4	-0.6	0.3
90%	-0.4	2.5	-4.2	2.4	1.2	0.9	0.3	-0.1	-0.3	-6.1	-6.6	-2.5	-0.4
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	2.3	0.3	-0.1	-1.1	-1.1	-0.3	-0.4	-0.6	-0.8	-1.7	-1.5	-1.3	-0.9
85%	2.1	-1.0	-0.4	-1.1	-1.0	-0.5	0.0	-1.0	0.0	-2.8	-1.1	-2.6	-0.9
90%	5.4	-3.2	-0.7	-1.1	-0.5	-1.0	2.7	-0.4	0.6	-2.6	-3.4	-3.2	-0.3

Commentary: Some slight worsening AM with a slight improvement PM.

Route 9a:

Route 9a	Station to Fulford Road via Ouse Bridge and Tower St												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	6.6	8.3	7.4	7.5	7.7	7.2	7.5	7.4	8.9	13.2	14.3	8.5	8.6
BeforeJanFeb2013	6.6	8.4	7.6	7.0	7.1	7.1	6.7	6.8	8.3	9.8	9.7	8.6	7.6
AfterOctNov2013	6.3	8.2	8.1	7.3	7.7	7.3	8.0	7.7	9.8	14.2	14.9	8.0	9.0
AfterJanFeb2014	6.5	9.1	7.9	7.1	7.5	7.6	7.6	7.6	8.8	10.6	8.8	7.1	8.2

Route 9a	Station to Fulford Road via Ouse Bridge and Tower St												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	9.7	12.8	10.5	10.9	12.2	10.0	11.2	10.3	14.0	24.3	24.7	12.4	13.5
BeforeJanFeb2013	10.2	14.0	11.1	10.1	10.5	9.9	9.8	10.0	13.3	16.3	14.8	11.9	11.5
AfterOctNov2013	9.0	12.3	13.2	10.5	11.0	10.9	11.5	10.8	13.7	22.4	24.1	11.9	13.2
AfterJanFeb2014	10.1	14.7	11.4	10.3	11.2	10.8	10.6	10.8	13.2	17.1	13.1	11.1	12.1

Route 9a	Station to Fulford Road via Ouse Bridge and Tower St												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	12.0	14.4	13.3	13.4	13.8	11.7	12.6	12.1	17.3	28.2	28.5	15.9	15.8
BeforeJanFeb2013	11.4	15.6	14.7	12.4	11.9	11.9	11.4	11.7	15.3	20.3	19.3	14.8	13.7
AfterOctNov2013	10.8	14.4	14.8	12.4	13.2	12.1	14.4	12.4	18.5	28.4	30.0	13.9	16.2
AfterJanFeb2014	11.6	16.9	13.4	12.2	13.1	13.0	13.7	13.0	17.2	20.8	16.3	13.0	14.9

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	-0.3	-0.1	0.7	-0.2	0.0	0.1	0.4	0.3	0.9	1.0	0.5	-0.5	0.4
85%	-0.8	-0.5	2.7	-0.4	-1.3	0.9	0.3	0.5	-0.3	-1.9	-0.5	-0.5	-0.3
90%	-1.2	0.0	1.5	-1.0	-0.6	0.4	1.7	0.4	1.2	0.2	1.5	-2.0	0.4
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	-0.1	0.7	0.3	0.0	0.4	0.5	0.9	0.8	0.5	0.9	-0.9	-1.5	0.6
85%	0.0	0.8	0.3	0.2	0.6	0.9	0.8	0.7	0.0	0.9	-1.8	-0.7	0.6
90%	0.2	1.3	-1.3	-0.2	1.2	1.1	2.3	1.3	1.9	0.5	-2.9	-1.8	1.3

Commentary: Travel times show a slight worsening (up to 1 minute) – more pronounced in the January and February comparisons.

Route 9b:

Route 9b	Fulford Road to Station via Tower St and Ouse Bridge												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	5.5	7.3	7.3	7.2	7.1	7.0	7.3	7.2	8.7	9.3	11.4	8.6	7.7
Before Jan/Feb 2013	5.3	7.1	6.4	6.5	7.1	6.6	6.8	7.3	8.0	11.9	12.4	10.4	7.8
After Oct/Nov 2013	5.7	6.3	6.4	6.5	6.5	7.5	6.3	6.4	7.2	7.5	9.6	7.6	6.9
After Jan/Feb 2014	5.4	6.6	6.2	6.2	5.9	6.2	6.2	6.2	6.6	7.5	10.3	7.2	6.4

Route 9b	Fulford Road to Station via Tower St and Ouse Bridge												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	7.7	11.5	10.7	10.4	10.8	10.3	11.0	10.9	13.8	14.5	18.9	13.3	11.8
Before Jan/Feb 2013	7.4	10.4	9.7	9.1	9.5	9.2	9.4	10.4	11.4	17.3	20.9	16.3	11.0
After Oct/Nov 2013	8.4	9.3	9.5	9.2	9.7	9.7	8.9	9.0	10.5	11.0	15.4	9.9	9.8
After Jan/Feb 2014	7.5	9.9	8.8	8.8	8.8	8.5	8.6	8.9	9.0	10.7	16.5	10.7	9.1

Route 9b	Fulford Road to Station via Tower St and Ouse Bridge												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	8.7	13.5	12.7	13.5	12.8	12.9	13.4	12.9	16.8	17.8	24.2	17.5	14.4
Before Jan/Feb 2013	8.8	12.8	11.2	11.0	11.4	10.6	11.4	13.0	14.5	25.2	28.4	20.8	14.1
After Oct/Nov 2013	9.2	11.3	12.1	11.2	10.9	11.6	10.2	10.0	12.8	13.2	20.1	12.8	11.4
After Jan/Feb 2014	8.9	11.6	10.8	10.0	10.1	10.4	10.0	10.5	11.1	14.1	22.4	13.5	11.0

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.3	-1.0	-0.9	-0.7	-0.6	0.5	-1.0	-0.8	-1.5	-1.7	-1.8	-1.0	-0.8
85%	0.7	-2.2	-1.2	-1.3	-1.1	-0.7	-2.1	-1.9	-3.2	-3.5	-3.5	-3.4	-2.0
90%	0.5	-2.3	-0.6	-2.2	-1.9	-1.3	-3.3	-2.9	-4.0	-4.6	-4.1	-4.7	-2.9
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.1	-0.5	-0.2	-0.4	-1.1	-0.5	-0.5	-1.1	-1.4	-4.4	-2.2	-3.3	-1.4
85%	0.0	-0.5	-0.9	-0.3	-0.7	-0.7	-0.8	-1.4	-2.4	-6.6	-4.4	-5.6	-2.0
90%	0.1	-1.3	-0.4	-1.0	-1.3	-0.2	-1.4	-2.5	-3.5	-11.1	-6.0	-7.3	-3.1

Commentary: Travel times show a significant improvement, particularly in the afternoon. Much of the saving is accrued on the Rougier Street approach to Lendal Arch Gytratory.

Route 12a:

Route 12a	Hull Road Inbound												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	7.0	11.0	10.3	8.9	8.7	8.2	8.1	8.3	8.6	9.1	10.7	9.3	8.5
BeforeJanFeb2013	7.2	11.9	9.8	7.6	8.1	8.2	8.0	7.8	8.2	9.4	10.1	8.6	8.2
AfterOctNov2013	7.7	10.7	9.1	8.9	10.1	9.5	9.5	8.9	9.4	10.4	12.1	9.6	9.6
AfterJanFeb2014	7.3	11.1	8.9	7.9	8.6	8.6	9.6	9.0	8.9	9.6	9.7	8.0	9.0

Route 12a	Hull Road Inbound												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	10.0	17.1	16.5	12.2	12.1	11.8	11.7	12.3	12.8	14.1	15.4	12.4	12.5
BeforeJanFeb2013	10.4	20.6	14.9	10.9	11.8	10.9	11.5	12.1	12.1	14.0	14.2	11.5	12.0
AfterOctNov2013	10.4	16.1	13.5	12.4	15.4	13.6	14.3	12.8	14.6	16.1	20.0	13.8	14.3
AfterJanFeb2014	9.8	18.1	12.7	10.9	12.4	13.3	14.5	13.9	14.1	14.9	15.2	11.4	13.6

Route 12a	Hull Road Inbound												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	11.1	21.3	20.3	14.5	15.8	14.2	14.1	14.2	16.0	17.4	19.6	15.5	15.2
BeforeJanFeb2013	12.0	24.3	18.7	12.5	13.5	13.2	13.9	13.5	14.6	18.2	17.9	14.0	14.4
AfterOctNov2013	12.7	20.0	17.3	15.0	20.2	16.7	18.2	16.1	17.4	21.6	26.5	17.0	18.1
AfterJanFeb2014	12.0	23.3	15.4	13.0	14.3	15.7	18.1	17.1	16.5	17.5	18.6	13.0	16.2

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.6	-0.2	-1.2	0.1	1.4	1.3	1.4	0.6	0.8	1.3	1.4	0.3	1.1
85%	0.4	-0.9	-2.9	0.2	3.3	1.8	2.6	0.5	1.7	1.9	4.7	1.5	1.8
90%	1.6	-1.3	-3.0	0.5	4.4	2.5	4.0	1.9	1.4	4.2	6.9	1.5	2.9
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.0	-0.8	-0.9	0.3	0.5	0.5	1.6	1.1	0.7	0.2	-0.4	-0.6	0.7
85%	-0.7	-2.5	-2.2	0.0	0.6	2.4	3.0	1.8	2.0	0.9	1.0	0.0	1.7
90%	0.0	-1.0	-3.3	0.5	0.8	2.4	4.2	3.5	1.8	-0.7	0.7	-1.0	1.9

Commentary:

Travel times show a worsening this is less pronounced during the January, February period. Additional delay is picked up on the approach to Walmgate Bar.

Route 12b: 3.8km

Route 12b	Hull Road Outbound												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	6.1	7.0	6.6	6.5	6.6	6.6	6.8	7.0	8.4	10.9	12.2	7.7	7.6
Before Jan/Feb 2013	6.3	6.9	6.5	6.5	6.5	6.7	6.8	6.8	7.8	9.3	10.3	7.3	7.3
After Oct/Nov 2013	6.7	7.3	6.8	6.5	7.0	6.8	6.8	7.4	8.6	11.1	12.3	7.8	7.8
After Jan/Feb 2014	6.4	7.4	6.8	6.8	7.2	7.4	7.5	8.2	9.7	12.4	12.3	8.7	8.6

Route 12b	Hull Road Outbound												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	7.9	9.8	8.5	8.5	8.7	8.6	8.9	9.7	11.8	15.7	17.0	10.3	10.4
Before Jan/Feb 2013	8.6	9.6	8.8	8.8	8.4	8.7	8.9	8.6	11.0	12.2	14.3	9.6	9.6
After Oct/Nov 2013	8.9	10.1	8.8	8.6	8.8	8.8	9.0	9.5	11.3	16.2	17.9	10.3	10.4
After Jan/Feb 2014	8.3	9.8	9.0	8.9	9.3	10.1	10.0	11.4	14.5	19.2	17.6	12.8	12.1

Route 12b	Hull Road Outbound												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	8.9	11.1	9.5	9.8	10.2	9.7	10.2	10.9	13.7	18.8	21.7	12.5	12.1
Before Jan/Feb 2013	10.1	10.8	10.0	10.0	9.7	9.7	10.3	10.2	12.7	15.2	16.9	11.1	11.2
After Oct/Nov 2013	10.1	11.9	10.5	10.0	9.9	10.0	10.3	11.1	14.6	19.7	22.0	12.0	12.4
After Jan/Feb 2014	9.4	11.5	10.0	9.9	10.8	11.8	11.7	13.9	17.9	22.2	19.7	16.6	14.4

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.6	0.3	0.2	0.0	0.3	0.2	0.0	0.4	0.2	0.2	0.0	0.1	0.2
85%	1.1	0.3	0.3	0.2	0.2	0.1	0.1	-0.2	-0.6	0.5	0.9	0.0	0.0
90%	1.2	0.8	0.9	0.3	-0.3	0.3	0.2	0.2	1.0	0.8	0.3	-0.6	0.4
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.0	0.4	0.3	0.3	0.7	0.7	0.6	1.4	1.9	3.1	2.0	1.4	1.3
85%	-0.3	0.3	0.2	0.1	0.9	1.4	1.1	2.8	3.5	7.0	3.3	3.2	2.6
90%	-0.7	0.6	0.0	-0.1	1.1	2.1	1.5	3.8	5.2	7.0	2.8	5.6	3.2

Commentary:

The travel times for October and November show little change. A general worsening is observed during the early PM.

Route 13a:

Route 13a	Outer Ring Road A1237 anticlockwise Hopgrove to Askam Bryan												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	19.1	26.4	18.5	18.3	19.2	18.9	19.4	19.9	22.0	26.7	31.5	20.5	20.8
Before Jan/Feb 2013	19.7	25.2	18.4	17.7	18.2	18.4	19.0	19.8	20.9	26.7	33.6	21.6	20.3
After Oct/Nov 2013	20.9	25.9	19.4	20.1	21.6	21.7	22.3	23.9	25.3	30.9	37.0	21.7	23.9
After Jan/Feb 2014	21.5	25.4	18.9	18.5	19.8	20.6	20.6	22.1	24.2	29.7	38.2	22.8	22.5

Route 13a	Outer Ring Road A1237 anticlockwise Hopgrove to Askam Bryan												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	22.8	35.0	22.0	21.4	21.6	22.5	23.7	24.6	28.7	35.7	44.3	25.8	25.8
Before Jan/Feb 2013	24.2	33.8	21.5	20.6	21.4	21.6	23.0	23.9	25.3	37.4	53.0	28.0	25.1
After Oct/Nov 2013	26.3	34.3	23.6	25.2	27.6	27.9	28.9	32.2	33.6	44.2	57.7	27.5	31.8
After Jan/Feb 2014	27.4	33.9	22.3	21.6	23.5	25.5	26.3	27.7	32.1	43.2	63.0	28.8	29.1

Route 13a	Outer Ring Road A1237 anticlockwise Hopgrove to Askam Bryan												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	25.3	39.8	24.1	22.8	23.3	24.5	26.3	26.9	33.1	39.9	50.0	28.4	28.5
Before Jan/Feb 2013	27.3	38.2	23.5	22.0	23.2	23.5	25.7	26.5	28.5	43.0	61.8	31.6	27.9
After Oct/Nov 2013	29.0	39.3	26.6	27.9	30.7	31.1	31.9	35.6	38.1	51.3	67.1	31.1	35.8
After Jan/Feb 2014	31.0	38.9	24.0	23.1	25.4	27.7	29.1	31.0	35.8	47.8	69.9	35.6	32.0

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	1.8	-0.5	0.9	1.8	2.4	2.7	2.9	3.9	3.2	4.1	5.5	1.2	3.1
85%	3.5	-0.7	1.6	3.8	6.0	5.4	5.2	7.6	4.9	8.5	13.5	1.7	6.1
90%	3.8	-0.5	2.5	5.1	7.4	6.6	5.5	8.7	5.0	11.4	17.1	2.8	7.3
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	1.8	0.1	0.5	0.8	1.6	2.3	1.6	2.3	3.4	3.0	4.6	1.2	2.2
85%	3.3	0.1	0.8	1.0	2.1	3.9	3.3	3.8	6.8	5.8	10.0	0.8	4.0
90%	3.7	0.7	0.5	1.0	2.2	4.2	3.3	4.5	7.2	4.8	8.1	4.0	4.1

Commentary: General worsening – due to the ongoing improvement works at the A59 roundabout.

Route 13b:

Route 13b	Outer Ring Road A1237 clockwise Askam Bryan to Hopgrove.												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	22.3	29.1	20.7	18.9	18.8	19.3	18.9	20.0	24.6	27.7	33.9	21.8	21.3
Before Jan/Feb 2013	23.0	27.4	18.7	17.4	18.0	18.2	18.4	18.8	21.8	25.1	28.0	20.1	19.8
After Oct/Nov 2013	23.9	28.7	21.3	19.9	20.7	21.1	21.1	21.8	25.4	30.4	33.9	24.4	23.1
After Jan/Feb 2014	24.0	31.6	21.3	19.2	19.5	19.3	19.9	20.1	22.1	23.8	31.9	22.7	20.6

Route 13b	Outer Ring Road A1237 clockwise Askam Bryan to Hopgrove.												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	29.2	38.7	26.1	22.3	23.2	23.9	24.0	25.1	32.0	37.3	46.8	28.0	27.2
Before Jan/Feb 2013	30.4	37.8	22.7	20.0	21.0	21.5	22.2	22.3	27.9	34.3	39.0	25.4	24.5
After Oct/Nov 2013	32.0	38.9	27.6	25.4	25.8	26.8	27.0	28.7	33.9	40.4	46.1	32.7	30.0
After Jan/Feb 2014	31.8	46.0	27.4	23.5	23.2	24.1	25.4	25.6	29.5	32.3	43.6	30.0	26.4

Route 13b	Outer Ring Road A1237 clockwise Askam Bryan to Hopgrove.												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	32.3	44.6	29.0	24.5	26.0	26.1	26.2	27.8	35.6	44.2	56.2	33.4	30.5
Before Jan/Feb 2013	32.7	42.0	25.5	21.5	22.9	23.4	24.1	24.2	30.3	36.7	42.8	29.6	26.5
After Oct/Nov 2013	36.8	43.3	30.1	28.1	29.4	30.3	30.3	31.6	38.6	48.9	52.4	37.2	34.3
After Jan/Feb 2014	35.1	51.3	30.3	25.1	25.3	26.6	28.4	28.1	32.2	36.7	48.6	32.9	29.2

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	1.5	-0.4	0.6	0.9	1.9	1.8	2.2	1.8	0.8	2.7	-0.1	2.6	1.8
85%	2.8	0.1	1.4	3.1	2.6	2.8	3.0	3.6	1.9	3.1	-0.7	4.7	2.9
90%	4.5	-1.3	1.1	3.6	3.3	4.2	4.0	3.9	3.0	4.7	-3.8	3.7	3.8
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	1.0	4.2	2.6	1.9	1.5	1.0	1.4	1.3	0.2	-1.3	3.9	2.6	0.8
85%	1.4	8.2	4.7	3.4	2.2	2.6	3.1	3.3	1.6	-2.1	4.6	4.6	1.9
90%	2.4	9.2	4.8	3.6	2.4	3.2	4.3	3.8	1.9	0.0	5.8	3.3	2.7

Commentary: General worsening due to ongoing improvement works on the A59 roundabout.

Route 14a:

Route 14a	A64 eastbound Copmanthorpe to Hopgrove												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	10.1	10.2	10.3	9.7	9.7	9.6	9.7	9.6	9.7	10.7	10.9	10.3	9.8
BeforeJanFeb2013	10.1	10.1	9.7	9.6	9.5	9.6	9.5	9.5	9.5	9.7	10.0	9.5	9.6
AfterOctNov2013	10.1	10.8	9.8	9.8	10.3	10.1	10.0	9.9	10.3	11.0	11.0	10.1	10.2
AfterJanFeb2014	10.4	13.1	10.2	10.0	10.1	9.7	10.0	9.9	9.8	9.8	10.0	9.7	9.9

Route 14a	A64 eastbound Copmanthorpe to Hopgrove												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	11.4	11.3	11.3	11.0	11.0	10.9	11.1	10.8	10.8	11.4	11.6	11.0	11.0
BeforeJanFeb2013	11.5	11.3	11.1	11.1	10.9	11.1	11.0	11.2	11.0	11.2	11.4	11.0	11.1
AfterOctNov2013	11.5	12.7	11.3	11.3	11.3	11.4	11.5	11.4	11.5	11.9	11.7	11.0	11.5
AfterJanFeb2014	11.8	16.6	11.4	11.4	11.4	11.4	11.6	11.6	11.1	11.3	11.5	11.0	11.4

Route 14a	A64 eastbound Copmanthorpe to Hopgrove												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	11.7	11.9	11.8	11.5	11.5	11.4	11.7	11.3	11.3	14.1	15.7	13.2	11.8
BeforeJanFeb2013	11.9	11.8	11.5	11.6	11.4	11.6	11.4	11.7	11.5	11.8	12.0	11.5	11.6
AfterOctNov2013	11.9	14.0	11.6	11.6	12.3	11.8	12.0	11.8	12.0	15.4	12.3	11.5	12.5
AfterJanFeb2014	12.4	21.0	11.9	11.8	11.8	11.7	12.1	12.1	11.7	11.8	12.0	11.5	11.9

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.0	0.5	-0.5	0.1	0.5	0.5	0.3	0.2	0.6	0.2	0.0	-0.1	0.4
85%	0.1	1.4	0.0	0.3	0.3	0.5	0.4	0.6	0.7	0.5	0.2	0.0	0.5
90%	0.2	2.1	-0.2	0.1	0.8	0.4	0.3	0.5	0.8	1.2	-3.4	-1.7	0.6
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.3	3.0	0.5	0.4	0.6	0.0	0.6	0.4	0.3	0.1	0.0	0.2	0.3
85%	0.3	5.3	0.3	0.3	0.5	0.3	0.6	0.4	0.1	0.1	0.1	0.0	0.3
90%	0.5	9.2	0.3	0.2	0.4	0.1	0.7	0.5	0.1	0.1	0.0	0.0	0.3

Commentary: Little change – the big increase in travel times in Jan, Feb at 08:00 are likely to be due to incidents.

Route 14b:

Route 14b	A64 West Hopgrove to Copmanthorpe												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	10.4	10.2	10.0	10.0	10.0	10.0	9.9	10.0	10.1	10.6	10.5	10.3	10.1
Before Jan/Feb 2013	9.7	9.7	9.5	10.0	9.9	9.7	9.8	10.1	9.9	10.0	10.3	9.8	9.9
After Oct/Nov 2013	9.9	9.9	9.9	10.0	9.9	9.9	10.0	10.4	10.3	10.4	10.7	10.0	10.1
After Jan/Feb 2014	10.0	9.8	9.9	9.8	9.8	10.2	9.9	9.9	9.9	10.1	10.3	9.8	10.0

Route 14b	A64 West Hopgrove to Copmanthorpe												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	11.4	11.5	11.6	11.8	11.7	11.6	11.7	11.7	11.6	12.0	12.1	11.8	11.7
Before Jan/Feb 2013	11.1	11.0	10.9	11.3	11.4	10.8	11.3	11.3	11.2	11.3	11.7	11.2	11.2
After Oct/Nov 2013	10.9	11.4	11.4	11.5	11.2	11.3	11.3	11.3	11.3	11.6	11.9	11.5	11.3
After Jan/Feb 2014	11.1	11.3	11.3	11.4	11.4	11.4	11.5	11.4	11.4	11.3	11.7	11.2	11.4

Route 14b	A64 West Hopgrove to Copmanthorpe												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	11.8	11.9	12.1	12.3	12.2	12.1	12.1	12.1	12.1	12.7	12.6	12.2	12.2
Before Jan/Feb 2013	11.5	11.4	11.4	11.7	11.7	11.3	11.6	11.6	11.6	11.7	12.2	11.6	11.6
After Oct/Nov 2013	11.5	11.9	11.7	11.8	11.5	11.7	11.6	11.6	11.7	12.1	12.5	11.8	11.7
After Jan/Feb 2014	11.5	11.7	11.6	11.7	11.8	11.8	11.7	11.7	11.7	11.8	12.2	11.6	11.7

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	-0.5	-0.3	-0.1	-0.1	-0.1	0.0	0.1	0.3	0.2	-0.2	0.2	-0.2	0.0
85%	-0.5	0.0	-0.2	-0.4	-0.5	-0.3	-0.4	-0.4	-0.2	-0.4	-0.2	-0.3	-0.4
90%	-0.3	-0.1	-0.4	-0.4	-0.7	-0.4	-0.6	-0.5	-0.3	-0.6	-0.1	-0.4	-0.5
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.3	0.1	0.4	-0.2	0.0	0.5	0.1	-0.2	0.1	0.1	0.0	0.0	0.1
85%	0.0	0.3	0.3	0.1	0.1	0.5	0.2	0.1	0.1	0.0	0.0	0.0	0.2
90%	0.0	0.3	0.2	-0.1	0.0	0.5	0.1	0.1	0.1	0.0	0.0	0.0	0.1

Commentary: No significant change.

Route 15a:

Route 15a	Bishopthorpe Road inbound to Walmgate Bar												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	7.5	12.3	9.8	8.9	8.2	8.4	8.4	8.7	10.6	10.5	9.7	7.6	9.1
Before Jan/Feb 2013	7.3	10.6	8.3	7.8	7.6	7.7	7.6	8.1	9.5	10.4	10.3	7.7	8.4
After Oct/Nov 2013	7.1	12.7	9.7	10.7	9.4	9.3	9.4	9.5	10.7	11.1	11.4	7.4	10.0
After Jan/Feb 2014	8.7	13.4	10.9	8.2	8.6	7.9	7.7	8.0	9.7	9.1	7.9	6.6	8.5

Route 15a	Bishopthorpe Road inbound to Walmgate Bar												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	11.7	22.3	14.9	13.7	12.1	13.5	12.8	12.6	16.9	15.7	13.5	11.1	13.9
Before Jan/Feb 2013	12.2	16.7	13.2	12.6	12.6	12.3	12.2	13.3	15.7	15.5	14.5	11.3	13.5
After Oct/Nov 2013	10.6	20.5	14.9	16.9	15.6	15.1	14.8	14.5	17.4	18.0	18.2	10.7	16.0
After Jan/Feb 2014	12.4	23.3	17.7	12.7	13.2	13.3	11.5	12.6	15.9	15.4	13.4	9.8	13.6

Route 15a	Bishopthorpe Road inbound to Walmgate Bar												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	14.3	29.8	20.5	16.8	16.0	17.1	15.2	17.7	22.4	21.6	18.8	13.7	18.2
Before Jan/Feb 2013	14.1	20.1	16.1	14.6	14.3	14.8	14.8	15.3	18.6	18.7	18.6	12.7	16.0
After Oct/Nov 2013	13.5	25.6	19.9	22.0	18.8	18.9	19.7	17.7	20.9	22.6	23.3	13.1	19.9
After Jan/Feb 2014	22.3	27.6	23.7	15.4	16.3	15.4	13.4	15.1	18.5	17.9	15.9	11.2	16.0

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	-0.5	0.5	-0.1	1.7	1.2	1.0	1.0	0.8	0.2	0.7	1.7	-0.2	0.9
85%	-1.1	-1.8	0.0	3.2	3.5	1.6	2.0	1.9	0.6	2.3	4.7	-0.4	2.1
90%	-0.8	-4.2	-0.6	5.2	2.7	1.8	4.5	0.0	-1.4	1.0	4.5	-0.7	1.7
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	1.4	2.7	2.6	0.4	1.0	0.2	0.1	0.0	0.2	-1.3	-2.4	-1.1	0.1
85%	0.2	6.6	4.5	0.1	0.6	1.0	-0.8	-0.7	0.2	-0.1	-1.2	-1.5	0.1
90%	8.2	7.5	7.6	0.8	2.0	0.6	-1.4	-0.2	-0.1	-0.8	-2.7	-1.6	0.1

Commentary: Quite variable – with a slight worsening mid-morning and a slight overall improvement in the afternoon.

Route 15b:

Route 15b	Bishopthorpe Rd outbound from Walmgate Bar to Knavesmire Rd												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	5.2	7.1	6.3	6.0	6.3	6.3	6.3	6.6	7.0	7.7	8.2	7.2	6.7
Before Jan/Feb 2013	5.8	7.0	5.7	5.9	6.7	6.5	5.9	6.3	6.1	7.0	8.1	6.9	6.4
After Oct/Nov 2013	4.6	5.7	5.2	5.3	5.1	5.5	5.2	5.2	5.7	6.5	7.2	5.8	5.5
After Jan/Feb 2014	4.8	5.5	5.1	4.9	5.1	5.3	5.1	5.2	5.3	5.9	6.5	5.4	5.3

Route 15b	Bishopthorpe Rd outbound from Walmgate Bar to Knavesmire Rd												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	7.4	9.3	9.7	8.1	8.4	8.5	8.7	9.2	9.4	10.6	12.0	9.6	9.1
Before Jan/Feb 2013	8.2	10.7	8.8	8.0	9.7	9.5	8.6	9.4	8.6	9.6	12.4	10.0	9.1
After Oct/Nov 2013	6.3	7.4	6.7	6.7	6.8	6.9	6.7	6.6	7.4	9.1	10.5	7.3	7.2
After Jan/Feb 2014	6.3	7.5	6.5	6.6	6.3	6.8	6.6	6.8	7.0	8.6	9.3	7.0	7.0

Route 15b	Bishopthorpe Rd outbound from Walmgate Bar to Knavesmire Rd												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	9.1	12.6	11.4	9.9	10.3	10.9	10.8	11.5	13.4	14.8	15.5	13.1	11.8
Before Jan/Feb 2013	10.6	14.1	9.8	10.2	12.4	11.4	10.3	11.2	10.7	13.3	14.7	12.9	11.4
After Oct/Nov 2013	7.5	9.0	7.8	7.7	7.8	8.4	8.5	8.1	9.2	12.1	13.1	9.0	8.9
After Jan/Feb 2014	7.4	9.0	7.8	7.4	7.4	7.9	7.7	8.0	8.3	10.0	10.7	8.4	8.2

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	-0.5	-1.4	-1.2	-0.7	-1.2	-0.8	-1.1	-1.4	-1.3	-1.1	-1.0	-1.4	-1.1
85%	-1.1	-1.9	-3.0	-1.4	-1.5	-1.7	-2.0	-2.6	-2.0	-1.5	-1.5	-2.3	-1.9
90%	-1.6	-3.5	-3.6	-2.2	-2.5	-2.5	-2.3	-3.4	-4.2	-2.8	-2.5	-4.1	-2.9
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	-0.9	-1.5	-0.7	-1.0	-1.6	-1.2	-0.8	-1.0	-0.8	-1.1	-1.6	-1.5	-1.1
85%	-1.9	-3.2	-2.3	-1.4	-3.4	-2.6	-2.0	-2.5	-1.6	-1.0	-3.1	-3.0	-2.1
90%	-3.2	-5.1	-2.0	-2.7	-4.9	-3.5	-2.5	-3.2	-2.3	-3.3	-3.9	-4.5	-3.3

Commentary: Overall significant improvement at all times of day – so not necessarily related to the trial.

Route 16a:

Route 16a	Tadcaster Road Inbound												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	9.9	17.7	11.9	9.4	8.5	8.4	7.9	9.9	12.0	10.8	10.9	10.6	9.6
Before Jan/Feb 2013	8.6	14.2	9.9	7.6	8.3	8.0	7.6	9.0	9.8	8.8	8.7	9.2	8.5
After Oct/Nov 2013	8.7	17.0	10.1	8.3	8.1	8.0	7.8	8.6	9.5	8.8	9.8	10.0	8.5
After Jan/Feb 2014	8.9	19.0	10.9	7.4	7.3	6.9	7.5	8.3	9.2	8.2	9.0	8.9	7.9

Route 16a	Tadcaster Road Inbound												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	14.2	30.6	18.6	12.4	12.5	12.0	11.0	15.1	20.0	17.5	17.0	16.2	14.5
Before Jan/Feb 2013	12.8	22.9	14.7	10.5	10.5	11.2	9.6	13.2	14.9	12.2	13.5	13.5	11.8
After Oct/Nov 2013	12.8	28.5	15.4	11.7	10.2	10.8	10.2	12.0	14.4	13.5	13.6	16.7	11.8
After Jan/Feb 2014	13.1	32.4	16.5	10.0	10.0	9.5	10.4	12.5	13.2	10.1	13.1	13.3	10.9

Route 16a	Tadcaster Road Inbound												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	18.1	37.5	22.2	16.3	13.9	16.0	12.7	18.7	25.1	20.3	22.1	18.4	17.7
Before Jan/Feb 2013	14.6	26.5	19.4	12.2	13.5	12.5	10.7	15.6	18.6	14.1	16.3	17.4	14.0
After Oct/Nov 2013	15.2	36.4	18.5	13.5	12.1	12.8	11.2	13.1	17.3	15.0	19.3	19.8	13.6
After Jan/Feb 2014	17.2	40.0	20.1	11.7	11.4	10.4	11.4	13.4	15.5	12.9	14.6	14.4	12.5

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	-1.3	-0.8	-1.9	-1.1	-0.4	-0.4	-0.1	-1.3	-2.4	-2.0	-1.1	-0.6	-1.1
85%	-1.4	-2.1	-3.2	-0.8	-2.2	-1.2	-0.8	-3.1	-5.6	-4.1	-3.4	0.6	-2.7
90%	-3.0	-1.2	-3.6	-2.9	-1.8	-3.2	-1.5	-5.6	-7.8	-5.4	-2.9	1.4	-4.1
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.3	4.8	1.0	-0.2	-0.9	-1.0	-0.1	-0.7	-0.6	-0.6	0.3	-0.3	-0.6
85%	0.3	9.5	1.8	-0.5	-0.5	-1.8	0.8	-0.7	-1.7	-2.1	-0.4	-0.2	-0.9
90%	2.6	13.6	0.7	-0.4	-2.1	-2.0	0.7	-2.3	-3.1	-1.2	-1.7	-3.0	-1.6

Commentary: Significant improvement during the closure times with savings accrued on the approach to Micklegate Bar.

Route 16b:

Route 16b	Tadcaster Road Outbound												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	5.7	9.7	6.3	5.8	5.7	6.2	6.2	5.8	7.5	9.2	9.1	6.9	6.7
BeforeJanFeb2013	5.6	9.9	5.9	5.3	5.3	5.7	5.4	5.3	6.5	7.5	7.1	6.0	5.9
AfterOctNov2013	6.7	11.9	6.4	5.8	6.0	5.8	6.5	5.9	7.4	9.9	8.5	7.3	6.8
AfterJanFeb2014	6.4	9.7	5.9	5.4	5.5	5.6	5.7	5.2	7.0	7.4	7.2	5.8	6.0

Route 16b	Tadcaster Road Outbound												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	7.9	14.9	9.1	8.0	7.9	8.8	8.7	7.7	10.5	14.3	13.3	9.4	9.5
BeforeJanFeb2013	8.2	18.1	9.0	7.0	7.1	7.8	8.0	7.2	9.3	10.1	10.6	8.7	8.2
AfterOctNov2013	9.0	22.8	8.8	8.0	8.2	8.0	9.5	8.1	11.0	16.3	12.1	10.2	10.0
AfterJanFeb2014	9.2	16.6	8.4	7.1	7.8	7.8	8.2	7.0	11.0	10.8	10.4	8.0	8.6

Route 16b	Tadcaster Road Outbound												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	9.9	20.4	11.1	9.0	9.8	11.0	11.3	9.4	14.6	20.5	16.9	11.5	12.5
BeforeJanFeb2013	9.6	23.2	10.7	9.0	8.3	9.9	9.5	8.6	11.7	12.8	13.0	10.0	10.0
AfterOctNov2013	10.8	26.9	12.0	9.9	10.2	10.0	11.3	9.8	13.7	22.0	16.4	12.2	12.6
AfterJanFeb2014	11.1	19.8	10.0	8.7	9.3	9.4	9.7	8.7	13.5	14.8	12.6	9.5	10.7

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	1.0	2.3	0.1	0.0	0.3	-0.4	0.4	0.1	-0.1	0.7	-0.6	0.5	0.2
85%	1.0	8.0	-0.4	0.0	0.3	-0.9	0.8	0.5	0.5	2.0	-1.2	0.8	0.5
90%	1.0	6.4	0.9	0.8	0.4	-1.0	0.0	0.3	-0.9	1.5	-0.5	0.8	0.1
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.7	-0.2	0.0	0.1	0.2	-0.1	0.2	0.0	0.5	0.0	0.2	-0.2	0.1
85%	1.0	-1.5	-0.6	0.1	0.7	0.0	0.2	-0.2	1.7	0.7	-0.1	-0.7	0.5
90%	1.5	-3.5	-0.7	-0.3	1.0	-0.5	0.2	0.1	1.9	2.0	-0.4	-0.5	0.7

Commentary: Travel times are generally unchanged.

Route 17a:

Route 17a	Acomb Road inbound to 'The Fox'												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	2.1	3.2	2.3	1.9	2.4	2.0	2.0	2.2	2.2	2.4	2.6	2.0	2.2
Before Jan/Feb 2013	2.1	3.7	2.8	2.0	2.3	2.1	2.2	2.1	2.3	2.3	2.5	2.1	2.2
After Oct/Nov 2013	2.2	5.7	2.8	2.3	2.2	2.3	2.3	2.3	2.3	2.3	2.3	2.1	2.3
After Jan/Feb 2014	2.7	6.5	3.0	2.2	2.3	2.2	2.4	2.3	2.4	2.3	2.5	2.3	2.3

Route 17a	Acomb Road inbound to 'The Fox'												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	2.8	5.3	3.5	2.6	3.2	2.7	3.1	3.1	2.9	2.9	3.8	2.3	2.9
Before Jan/Feb 2013	2.8	5.9	3.6	2.5	2.7	2.8	2.7	2.7	3.5	3.7	3.0	3.0	3.0
After Oct/Nov 2013	2.5	9.2	3.4	3.1	3.3	3.0	3.3	3.4	3.0	3.0	3.1	2.5	3.2
After Jan/Feb 2014	4.0	11.6	3.9	2.6	3.3	3.4	3.4	3.4	3.1	3.4	3.6	2.7	3.3

Route 17a	Acomb Road inbound to 'The Fox'												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	3.5	6.3	4.4	2.8	3.6	3.3	3.3	3.7	3.5	3.7	4.2	2.6	3.5
Before Jan/Feb 2013	3.3	8.4	6.0	2.8	3.8	3.3	3.2	3.4	3.9	4.0	3.9	3.2	3.5
After Oct/Nov 2013	3.0	14.7	4.1	3.3	3.7	3.4	3.8	3.7	3.5	3.7	3.8	3.0	3.6
After Jan/Feb 2014	5.0	17.9	6.2	2.9	3.7	3.7	3.7	4.0	3.6	4.2	4.0	3.4	3.7

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.1	2.5	0.5	0.3	-0.3	0.3	0.3	0.0	0.1	-0.1	-0.3	0.1	0.1
85%	-0.2	3.9	-0.1	0.5	0.1	0.3	0.2	0.3	0.1	0.1	-0.7	0.2	0.2
90%	-0.5	8.4	-0.3	0.5	0.1	0.2	0.5	0.0	0.0	0.0	-0.5	0.4	0.1
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.6	2.8	0.2	0.1	0.0	0.1	0.2	0.2	0.0	0.0	0.0	0.1	0.1
85%	1.2	5.7	0.3	0.0	0.6	0.6	0.6	0.7	-0.4	-0.3	0.6	-0.3	0.3
90%	1.8	9.5	0.2	0.1	0.0	0.4	0.5	0.6	-0.2	0.1	0.1	0.2	0.2

Commentary: Travel times are unchanged. The significant worsening indicated at 8:00 seems to be due to the new signal arrangement at the Fox – this is being investigated.

Route 18a:

Route 18a	A19 Shipton Road Inbound to Bootham Bar												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	9.4	15.4	11.1	9.7	11.1	12.4	12.2	12.0	16.3	19.6	22.0	12.9	13.6
BeforeJanFeb2013	9.5	16.6	11.7	8.0	10.3	9.7	11.3	10.6	13.8	21.3	24.3	16.7	12.5
AfterOctNov2013	9.7	16.5	13.1	10.2	9.6	8.2	9.0	9.7	12.0	18.8	23.3	16.5	11.1
AfterJanFeb2014	8.7	17.3	10.8	9.3	8.9	8.6	8.7	8.2	11.0	15.7	21.8	15.6	10.1

Route 18a	A19 Shipton Road Inbound to Bootham Bar												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	14.9	25.2	16.9	14.2	17.1	17.7	18.5	17.9	24.4	31.9	37.2	18.8	20.7
BeforeJanFeb2013	15.7	26.7	20.6	11.4	15.6	14.4	18.2	15.2	20.2	32.9	38.6	23.3	18.8
AfterOctNov2013	15.4	28.3	19.2	14.3	15.2	11.3	12.5	13.6	19.5	34.8	39.0	24.6	17.6
AfterJanFeb2014	13.3	29.8	15.9	13.4	13.0	12.4	13.1	11.4	14.5	28.5	40.9	25.8	15.3

Route 18a	A19 Shipton Road Inbound to Bootham Bar												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
BeforeOctNov2012	18.1	29.2	20.7	15.7	18.6	23.8	20.2	19.3	35.4	39.1	46.9	20.8	25.3
BeforeJanFeb2013	18.5	30.6	22.9	12.4	19.1	15.2	19.2	17.4	24.8	37.4	51.6	38.6	21.4
AfterOctNov2013	18.8	32.3	23.9	17.9	17.7	13.8	14.7	15.9	24.3	46.0	52.0	29.2	21.7
AfterJanFeb2014	15.4	33.6	17.8	16.8	14.5	14.2	15.3	13.5	19.8	37.4	54.1	37.2	18.9

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.3	1.1	2.1	0.5	-1.5	-4.2	-3.2	-2.3	-4.4	-0.9	1.2	3.5	-2.5
85%	0.5	3.1	2.3	0.2	-1.9	-6.4	-6.0	-4.2	-4.9	2.9	1.8	5.8	-3.1
90%	0.7	3.1	3.2	2.2	-0.9	-10.0	-5.5	-3.4	-11.1	6.9	5.1	8.5	-3.5
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	-0.9	0.7	-0.9	1.3	-1.4	-1.2	-2.6	-2.3	-2.8	-5.6	-2.5	-1.1	-2.4
85%	-2.4	3.2	-4.8	2.0	-2.6	-2.0	-5.1	-3.7	-5.7	-4.4	2.2	2.6	-3.5
90%	-3.2	3.1	-5.0	4.3	-4.6	-1.0	-3.9	-3.9	-5.0	-0.1	2.5	-1.4	-2.5

Commentary: A significant improvement is observed during the restriction time period.

Route 18b:

Route 18b	A19 Outbound Bootham Bar to ORR												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	6.9	10.2	6.3	6.1	6.1	6.4	6.2	7.1	8.8	13.1	12.5	7.3	7.8
Before Jan/Feb 2013	7.5	10.4	5.9	5.9	5.8	6.3	6.6	6.5	8.1	12.6	15.4	11.0	7.5
After Oct/Nov 2013	7.0	9.0	6.0	6.4	6.5	7.0	7.3	8.0	10.1	13.8	12.6	8.2	8.6
After Jan/Feb 2014	8.0	9.1	6.0	6.1	6.1	6.5	6.7	6.6	8.2	13.4	12.2	8.3	7.8

Route 18b	A19 Outbound Bootham Bar to ORR												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	8.4	16.0	7.7	7.5	7.5	7.9	7.8	8.4	13.7	20.0	19.9	8.9	10.6
Before Jan/Feb 2013	10.4	16.0	7.5	7.5	7.3	7.9	7.9	8.4	10.7	19.7	25.2	15.7	10.1
After Oct/Nov 2013	9.6	13.5	7.8	8.0	8.2	9.0	9.4	10.8	16.6	21.9	19.9	9.4	12.3
After Jan/Feb 2014	10.8	13.8	7.5	7.7	7.5	7.9	8.3	8.8	11.9	20.6	19.8	12.2	10.6

Route 18b	A19 Outbound Bootham Bar to ORR												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	10.6	20.8	8.3	8.4	8.3	9.2	9.3	11.0	16.7	24.9	24.1	10.5	12.9
Before Jan/Feb 2013	12.1	20.5	8.2	8.1	8.0	9.0	9.3	9.4	14.4	24.3	30.5	20.4	12.1
After Oct/Nov 2013	11.0	17.0	8.5	9.3	9.3	10.2	11.6	12.8	19.1	26.4	24.8	14.3	14.4
After Jan/Feb 2014	14.3	16.9	8.2	8.3	8.3	9.1	9.9	10.2	14.8	26.5	22.5	13.5	12.8

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.1	-1.2	-0.2	0.3	0.4	0.6	1.1	0.9	1.3	0.7	0.0	0.9	0.8
85%	1.2	-2.5	0.1	0.5	0.7	1.1	1.6	2.4	3.0	1.9	0.0	0.5	1.7
90%	0.4	-3.8	0.2	0.9	1.0	1.0	2.3	1.8	2.4	1.5	0.7	3.8	1.6
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.6	-1.3	0.1	0.3	0.2	0.2	0.0	0.1	0.1	0.8	-3.2	-2.8	0.2
85%	0.5	-2.2	-0.1	0.2	0.2	0.0	0.4	0.4	1.2	0.9	-5.4	-3.5	0.5
90%	2.1	-3.6	0.0	0.2	0.3	0.1	0.6	0.8	0.4	2.3	-7.9	-6.9	0.7

Commentary: A slight worsening is indicated with additional delay being picked up on the approach to Clifton Green. Signal timing changes on Water End that were made during December 2013 seem to have been effective in reducing the level of delay both during the trial period and the PM peak – after 17:00.

Route 19a:

Route 19a	Malton Road Inbound to Monk Bar												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	7.5	8.8	7.4	7.2	7.2	7.6	7.2	7.4	7.7	8.4	9.4	7.9	7.6
Before Jan/Feb 2013	7.2	8.9	7.2	7.1	7.5	7.1	7.8	7.1	7.6	8.5	8.8	7.3	7.5
After Oct/Nov 2013	7.2	9.0	7.6	7.3	7.5	7.6	7.7	7.5	7.8	8.7	9.9	7.9	7.8
After Jan/Feb 2014	7.4	9.6	7.8	7.3	7.4	7.4	7.6	7.5	8.0	8.2	9.2	7.9	7.7

Route 19a	Malton Road Inbound to Monk Bar												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	9.1	11.7	9.7	9.0	9.1	9.3	9.4	9.5	10.1	11.1	13.3	10.2	9.7
Before Jan/Feb 2013	9.2	13.2	9.4	9.1	9.2	9.1	9.7	9.4	9.7	11.4	12.1	9.4	9.7
After Oct/Nov 2013	9.1	12.3	9.5	9.4	9.8	9.9	10.4	9.8	10.5	11.8	14.1	10.3	10.3
After Jan/Feb 2014	9.1	12.7	10.0	9.6	9.5	9.9	9.5	9.8	10.5	11.2	13.7	10.3	10.0

Route 19a	Malton Road Inbound to Monk Bar												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	9.9	13.3	10.6	9.9	10.2	10.0	10.2	10.4	11.2	13.5	15.3	11.3	10.8
Before Jan/Feb 2013	10.0	14.5	10.1	9.8	10.2	9.9	10.9	10.6	11.3	12.9	13.6	10.4	10.9
After Oct/Nov 2013	9.8	13.8	10.6	10.6	10.7	11.5	11.1	10.9	11.8	13.7	15.6	11.5	11.5
After Jan/Feb 2014	10.4	15.4	10.9	10.2	10.4	10.7	10.4	11.2	11.6	12.1	14.7	11.4	11.0

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	-0.3	0.2	0.1	0.1	0.3	0.0	0.5	0.2	0.1	0.3	0.5	0.1	0.2
85%	0.0	0.6	-0.2	0.4	0.7	0.5	1.0	0.4	0.4	0.7	0.8	0.2	0.6
90%	-0.1	0.5	0.0	0.7	0.5	1.5	0.9	0.5	0.6	0.2	0.3	0.2	0.7
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.2	0.7	0.6	0.2	0.0	0.3	-0.2	0.4	0.4	-0.3	0.4	0.5	0.1
85%	0.0	-0.5	0.6	0.5	0.4	0.8	-0.2	0.4	0.7	-0.2	1.6	0.9	0.3
90%	0.4	0.9	0.8	0.4	0.2	0.8	-0.6	0.6	0.3	-0.8	1.1	1.0	0.1

Commentary: Unchanged.

Route 19b:

Route 20a	Burtonstone Lane from Chrichton Ave												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	4.8	7.5	4.8	4.7	5.1	5.5	5.0	5.4	7.2	9.8	8.9	5.5	6.2
Before Jan/Feb 2013	5.3	7.2	5.2	4.5	4.7	4.9	4.8	5.2	5.9	8.2	8.5	6.1	5.5
After Oct/Nov 2013	5.2	8.5	5.2	4.9	5.1	5.1	5.6	6.4	8.0	9.7	9.8	7.2	6.5
After Jan/Feb 2014	4.9	8.1	4.7	4.7	5.4	4.8	5.1	5.7	6.7	8.2	8.8	7.4	5.9

Route 20a	Burtonstone Lane from Chrichton Ave												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	6.0	11.0	5.8	5.8	6.5	6.8	6.4	7.1	10.4	16.7	15.3	6.7	8.7
Before Jan/Feb 2013	7.9	10.3	6.4	5.5	6.0	5.9	5.9	6.6	8.2	13.2	10.8	7.5	7.5
After Oct/Nov 2013	6.5	13.3	6.7	5.8	6.6	6.1	7.2	10.4	13.7	17.1	16.5	12.4	9.9
After Jan/Feb 2014	6.7	12.6	5.6	6.0	6.4	6.0	6.2	6.8	9.9	14.0	13.4	12.5	8.1

Route 20a	Burtonstone Lane from Chrichton Ave												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	7.2	12.3	6.8	6.5	7.7	7.9	7.8	8.2	12.5	18.0	17.3	8.9	10.0
Before Jan/Feb 2013	8.4	12.8	7.7	6.5	7.0	6.8	6.3	8.3	9.5	15.5	12.2	8.4	8.7
After Oct/Nov 2013	7.3	14.5	8.3	6.6	7.0	6.9	10.0	12.3	14.8	19.0	18.2	14.2	11.3
After Jan/Feb 2014	7.5	14.5	6.3	6.7	7.3	6.6	7.4	8.3	10.3	15.7	14.7	14.5	9.1

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.4	1.1	0.4	0.2	0.0	-0.4	0.6	0.9	0.8	-0.1	0.9	1.7	0.3
85%	0.5	2.4	0.9	0.0	0.1	-0.7	0.8	3.4	3.3	0.4	1.2	5.6	1.1
90%	0.1	2.2	1.5	0.0	-0.7	-0.9	2.2	4.1	2.4	1.0	0.9	5.3	1.3
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	-0.4	1.0	-0.5	0.2	0.8	0.0	0.3	0.5	0.8	0.0	0.3	1.3	0.4
85%	-1.2	2.3	-0.9	0.5	0.4	0.1	0.3	0.2	1.7	0.8	2.6	5.0	0.6
90%	-0.8	1.7	-1.3	0.2	0.3	-0.2	1.1	0.1	0.8	0.2	2.5	6.1	0.4

Commentary: A slight worsening during the afternoon – overall volumes of traffic are similar but more traffic turning right towards Clifton Green and a more free flowing Bootham seems the likely cause.

Route 20b:

Route 20b	Burtonstone Lane to Chrichton Ave / Wigginton Rd												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	5.3	9.4	5.8	5.9	6.4	7.1	6.7	6.7	9.2	13.4	12.4	8.6	8.1
Before Jan/Feb 2013	5.6	7.8	5.7	5.3	5.4	5.4	5.5	7.5	9.3	12.0	8.8	9.7	7.3
After Oct/Nov 2013	5.6	7.4	5.7	4.9	5.5	5.8	5.4	5.9	8.4	7.4	8.2	6.4	6.3
After Jan/Feb 2014	5.3	7.8	5.5	5.1	5.2	5.0	5.2	5.2	6.0	7.8	6.7	5.6	5.7

Route 20b	Burtonstone Lane to Chrichton Ave / Wigginton Rd												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	6.3	12.6	7.7	7.5	9.4	11.0	8.2	9.3	13.4	21.9	19.5	14.3	11.8
Before Jan/Feb 2013	7.7	9.9	6.8	6.5	6.8	6.9	7.5	8.1	14.0	16.3	11.5	10.5	9.7
After Oct/Nov 2013	7.1	9.0	7.6	6.0	7.3	8.8	7.2	7.9	12.9	10.8	10.8	8.5	8.9
After Jan/Feb 2014	5.7	10.6	7.6	6.6	6.3	6.2	6.5	6.8	8.3	10.9	9.9	7.3	7.4

Route 20b	Burtonstone Lane to Chrichton Ave / Wigginton Rd												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	7.1	15.2	9.4	8.7	12.5	13.8	9.4	11.2	14.6	24.0	22.9	15.7	13.8
Before Jan/Feb 2013	7.8	15.0	7.6	7.0	7.1	7.3	8.5	19.1	22.1	22.5	22.1	24.3	13.9
After Oct/Nov 2013	8.9	11.9	8.3	6.8	8.1	10.7	7.9	8.8	19.6	11.9	13.9	9.8	10.8
After Jan/Feb 2014	6.0	13.7	8.6	6.9	7.2	6.6	7.0	7.4	9.5	11.4	10.6	9.4	8.1

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.2	-2.1	-0.2	-1.0	-0.8	-1.4	-1.3	-0.9	-0.7	-6.0	-4.2	-2.2	-1.8
85%	0.8	-3.6	-0.2	-1.4	-2.1	-2.2	-1.0	-1.4	-0.5	-11.1	-8.7	-5.7	-2.9
90%	1.8	-3.2	-1.1	-1.9	-4.4	-3.1	-1.5	-2.4	5.0	-12.1	-8.9	-5.9	-3.0
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	-0.4	0.0	-0.2	-0.1	-0.2	-0.4	-0.3	-2.2	-3.3	-4.2	-2.1	-4.2	-1.6
85%	-2.0	0.7	0.8	0.1	-0.5	-0.7	-1.0	-1.2	-5.7	-5.4	-1.6	-3.2	-2.2
90%	-1.8	-1.4	1.1	-0.1	0.2	-0.7	-1.6	-11.7	-12.6	-11.1	-11.5	-14.9	-5.8

Commentary:

A significant improvement during the PM.

Route 21a:

Route 21a	Hull Road to Malton Road via Tang Hall Lane												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	4.4	5.9	5.2	4.5	4.7	5.0	4.9	4.6	4.8	5.2	5.9	5.2	4.8
Before Jan/Feb 2013	4.5	5.5	4.5	4.2	4.2	4.2	4.4	4.3	4.8	5.0	5.4	4.9	4.5
After Oct/Nov 2013	4.6	6.6	4.8	4.6	4.4	4.5	4.4	4.4	4.8	4.9	5.5	4.7	4.6
After Jan/Feb 2014	4.7	6.0	4.4	4.2	4.2	4.3	4.2	4.4	4.8	4.9	5.2	4.5	4.4

Route 21a	Hull Road to Malton Road via Tang Hall Lane												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	5.8	8.7	7.5	5.8	6.0	6.5	6.5	5.9	6.6	7.2	8.3	6.3	6.4
Before Jan/Feb 2013	6.3	8.0	6.3	5.5	5.7	5.5	5.7	5.7	6.6	7.2	7.4	6.1	6.0
After Oct/Nov 2013	7.1	9.3	6.4	6.2	6.0	5.9	6.3	5.8	6.8	7.0	7.3	6.5	6.3
After Jan/Feb 2014	7.2	9.0	6.0	5.5	5.5	5.9	5.5	5.9	6.3	7.0	7.4	5.9	6.0

Route 21a	Hull Road to Malton Road via Tang Hall Lane												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	6.9	9.5	8.0	6.9	6.8	7.7	7.5	7.1	7.7	8.4	10.2	6.7	7.5
Before Jan/Feb 2013	7.5	9.2	6.9	6.3	6.2	6.5	6.3	6.6	7.3	8.0	8.1	7.3	6.8
After Oct/Nov 2013	7.9	10.1	7.7	7.2	6.7	6.9	7.0	6.5	8.1	7.8	8.6	7.1	7.2
After Jan/Feb 2014	7.9	10.0	6.7	6.3	6.2	6.5	6.1	6.4	7.4	7.9	8.2	6.3	6.7

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.2	0.7	-0.4	0.0	-0.3	-0.6	-0.5	-0.2	0.0	-0.2	-0.4	-0.5	-0.3
85%	1.3	0.6	-1.1	0.4	0.0	-0.6	-0.2	-0.2	0.1	-0.2	-0.9	0.2	-0.1
90%	1.0	0.6	-0.3	0.3	-0.1	-0.9	-0.5	-0.6	0.4	-0.6	-1.6	0.3	-0.3
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.2	0.5	-0.1	0.0	-0.1	0.0	-0.1	0.2	0.0	-0.1	-0.2	-0.4	0.0
85%	0.9	1.0	-0.4	0.1	-0.1	0.4	-0.2	0.2	-0.3	-0.3	0.0	-0.3	0.0
90%	0.4	0.8	-0.2	-0.1	-0.1	0.0	-0.2	-0.2	0.1	-0.1	0.1	-1.0	-0.1

Commentary:

Unchanged.

Route 21b:

Route 21b	Malton Road to Hull Road via Tang Hall Lane												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	4.2	6.2	4.9	4.8	4.9	5.4	5.1	5.3	5.7	6.4	5.7	5.6	5.4
Before Jan/Feb 2013	4.5	6.1	5.0	4.6	4.8	5.2	5.0	5.1	5.7	6.2	6.6	5.6	5.3
After Oct/Nov 2013	4.9	7.1	5.4	5.3	5.1	5.3	5.3	5.2	6.0	7.1	6.6	6.5	5.6
After Jan/Feb 2014	5.2	8.2	5.0	5.1	5.1	5.1	5.0	5.0	6.2	5.7	5.6	5.3	5.3

Route 21b	Malton Road to Hull Road via Tang Hall Lane												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	5.8	8.7	6.4	6.3	6.4	6.6	6.6	6.7	7.7	8.5	7.5	7.4	7.0
Before Jan/Feb 2013	6.9	8.6	6.5	5.9	6.5	6.3	6.5	6.8	7.2	8.3	9.1	7.1	6.9
After Oct/Nov 2013	7.0	10.6	7.3	7.0	6.8	6.8	6.6	6.9	8.1	10.8	8.4	9.7	7.6
After Jan/Feb 2014	6.5	10.2	6.8	6.5	6.7	7.0	6.5	6.2	8.4	8.2	7.4	7.6	7.1

Route 21b	Malton Road to Hull Road via Tang Hall Lane												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	6.3	9.2	7.0	6.8	7.2	7.0	7.4	7.1	8.5	9.1	9.0	8.1	7.7
Before Jan/Feb 2013	7.3	9.2	8.4	6.2	7.1	6.8	6.9	7.1	8.3	10.3	10.7	8.0	7.6
After Oct/Nov 2013	7.9	11.1	7.7	8.5	7.2	7.5	7.5	7.2	8.8	11.1	10.7	10.5	8.2
After Jan/Feb 2014	6.9	15.2	7.9	8.0	7.2	7.2	6.7	6.8	9.1	8.8	8.8	8.1	7.7

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.7	1.0	0.5	0.5	0.3	0.0	0.2	-0.1	0.3	0.7	0.9	1.0	0.3
85%	1.2	1.9	0.9	0.7	0.4	0.2	0.0	0.2	0.4	2.3	1.0	2.3	0.6
90%	1.6	2.0	0.8	1.7	0.0	0.4	0.1	0.1	0.3	2.0	1.7	2.4	0.6
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.7	2.1	0.0	0.6	0.2	-0.1	0.0	-0.1	0.5	-0.5	-1.0	-0.3	0.0
85%	-0.4	1.6	0.3	0.6	0.2	0.7	-0.1	-0.6	1.2	-0.1	-1.7	0.6	0.3
90%	-0.4	6.0	-0.5	1.8	0.1	0.4	-0.1	-0.3	0.8	-1.6	-2.0	0.1	0.0

Commentary:

A slight worsening Oct, Nov with a slight improvement Jan, Feb.

Route 22a:

Route 22a	Layerthorpe Inbound to Layerthorpe Br												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	2.4	3.0	3.0	2.9	3.1	2.7	2.8	3.0	3.2	3.1	3.4	3.3	3.0
Before Jan/Feb 2013	2.8	2.8	2.8	2.8	2.9	3.1	2.8	2.7	2.9	3.1	3.1	3.2	2.9
After Oct/Nov 2013	2.7	3.5	3.1	3.4	3.5	3.5	3.3	3.5	3.8	4.3	3.3	2.9	3.6
After Jan/Feb 2014	2.5	3.0	2.9	3.0	3.0	3.1	2.9	3.0	3.2	3.0	3.1	3.1	3.0

Route 22a	Layerthorpe Inbound to Layerthorpe Br												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	3.3	4.2	4.1	3.9	4.1	3.8	3.8	3.9	4.2	4.0	5.1	4.3	4.0
Before Jan/Feb 2013	3.9	3.7	4.1	3.9	4.0	4.1	3.6	3.8	4.0	4.5	4.3	4.7	4.0
After Oct/Nov 2013	3.8	4.6	4.2	4.8	5.0	4.5	4.3	5.4	5.6	4.9	4.8	3.8	5.0
After Jan/Feb 2014	3.8	4.0	3.8	4.0	4.0	4.1	4.1	4.6	4.4	4.1	4.4	4.2	4.2

Route 22a	Layerthorpe Inbound to Layerthorpe Br												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	3.6	4.4	4.3	4.3	4.6	4.4	4.3	4.2	4.3	4.7	5.4	5.1	4.4
Before Jan/Feb 2013	4.0	4.0	4.4	4.2	4.5	4.6	4.4	4.3	4.3	4.6	4.9	4.7	4.4
After Oct/Nov 2013	4.0	5.1	4.5	5.3	5.8	5.1	5.1	5.8	7.1	6.9	5.1	4.3	5.9
After Jan/Feb 2014	4.1	4.7	4.3	4.5	4.5	4.4	4.3	4.8	4.6	4.4	4.7	4.6	4.5

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.3	0.5	0.1	0.5	0.4	0.8	0.5	0.4	0.6	1.2	-0.1	-0.4	0.6
85%	0.5	0.4	0.1	0.9	0.9	0.7	0.6	1.5	1.5	0.9	-0.3	-0.4	1.0
90%	0.4	0.6	0.2	1.0	1.3	0.7	0.9	1.6	2.8	2.2	-0.4	-0.8	1.5
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	-0.3	0.2	0.0	0.2	0.1	0.0	0.1	0.3	0.3	-0.1	0.0	-0.2	0.1
85%	-0.1	0.3	-0.2	0.1	0.0	-0.1	0.4	0.8	0.4	-0.4	0.1	-0.5	0.2
90%	0.2	0.7	-0.2	0.3	0.1	-0.3	-0.1	0.5	0.3	-0.2	-0.1	-0.1	0.1

Commentary: The general worsening in travel times observed during October and November is no longer apparent during January and February.

Route 23a:

Route 23a	Huntington Road Inbound to Monkgate Roundabout												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	7.6	9.4	8.3	8.1	8.2	8.1	8.2	8.3	8.6	9.0	9.0	8.4	8.4
Before Jan/Feb 2013	7.7	9.6	8.6	8.1	8.2	8.4	8.0	8.4	8.6	9.1	9.2	8.4	8.4
After Oct/Nov 2013	8.3	10.3	8.6	8.1	8.4	8.4	8.1	8.3	9.0	8.7	9.1	8.5	8.5
After Jan/Feb 2014	8.3	12.2	8.6	8.5	8.2	8.7	8.4	8.9	9.1	9.1	9.5	8.4	8.7

Route 23a	Huntington Road Inbound to Monkgate Roundabout												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	9.3	11.9	9.6	9.6	9.8	9.7	9.6	10.0	10.8	10.3	11.2	10.3	10.0
Before Jan/Feb 2013	9.2	12.1	10.5	9.5	9.8	9.9	9.8	10.1	10.6	11.1	11.3	9.8	10.2
After Oct/Nov 2013	9.8	13.8	10.4	9.8	10.1	10.2	9.8	10.1	11.2	10.9	11.7	10.3	10.3
After Jan/Feb 2014	9.8	15.2	10.2	9.8	9.8	10.6	10.1	10.5	11.3	11.0	12.0	10.3	10.5

Route 23a	Huntington Road Inbound to Monkgate Roundabout												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	10.0	13.8	10.7	10.5	10.8	10.6	10.6	11.2	12.2	11.1	12.3	11.2	11.0
Before Jan/Feb 2013	10.2	14.0	11.4	10.4	10.7	10.7	10.6	11.6	12.1	12.4	12.9	10.7	11.3
After Oct/Nov 2013	10.4	15.8	11.5	10.6	11.1	11.5	10.8	11.2	13.1	12.2	13.3	11.5	11.6
After Jan/Feb 2014	10.4	19.6	11.7	10.7	10.8	11.9	11.5	12.1	12.8	13.2	13.4	11.9	12.0

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.7	0.9	0.3	0.1	0.2	0.3	-0.1	0.0	0.4	-0.3	0.1	0.0	0.1
85%	0.5	1.9	0.7	0.2	0.3	0.5	0.2	0.1	0.4	0.7	0.5	0.0	0.3
90%	0.4	2.0	0.8	0.1	0.4	0.9	0.2	0.0	0.9	1.1	1.0	0.3	0.5
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	0.6	2.5	0.0	0.3	0.1	0.3	0.4	0.5	0.5	0.0	0.3	0.0	0.3
85%	0.5	3.1	-0.4	0.3	0.0	0.7	0.3	0.5	0.7	-0.1	0.7	0.6	0.3
90%	0.2	5.6	0.3	0.3	0.1	1.3	0.9	0.5	0.7	0.8	0.5	1.2	0.7

Commentary:

Little change during the period of the restriction.

Route 24a:

Route 24a	Haxby Road Inbound to LMW junction												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	7.4	10.7	10.3	10.2	8.4	9.4	10.3	9.9	9.3	9.0	9.4	8.7	9.5
Before Jan/Feb 2013	7.8	10.0	9.2	9.0	8.7	8.7	9.2	9.5	9.6	8.6	9.9	8.2	9.1
After Oct/Nov 2013	7.9	10.8	9.4	8.9	8.3	8.1	8.4	8.8	8.8	9.4	11.7	9.8	8.6
After Jan/Feb 2014	9.2	13.0	10.3	9.5	8.4	8.9	8.8	8.9	9.4	10.4	11.8	9.6	9.2

Route 24a	Haxby Road Inbound to LMW junction												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	9.6	14.5	14.2	15.9	11.8	12.7	17.2	13.7	13.0	12.9	12.8	11.3	13.8
Before Jan/Feb 2013	9.0	13.7	12.6	13.7	11.0	11.5	13.8	12.7	13.5	11.1	13.2	11.8	12.4
After Oct/Nov 2013	10.3	13.9	12.0	11.7	11.4	11.8	10.9	13.1	11.1	12.3	17.3	14.6	11.8
After Jan/Feb 2014	13.1	21.4	14.8	13.0	11.3	12.3	12.3	12.2	12.7	15.8	18.3	14.4	12.8

Route 24a	Haxby Road Inbound to LMW junction												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	10.9	19.3	17.5	17.6	13.3	16.9	19.1	17.5	14.5	14.4	14.5	13.4	16.1
Before Jan/Feb 2013	9.8	16.6	14.0	14.2	14.6	13.6	17.3	15.8	16.6	13.0	16.0	13.0	15.1
After Oct/Nov 2013	12.1	17.4	14.7	13.6	12.9	12.9	12.5	14.5	12.8	15.1	20.7	16.4	13.5
After Jan/Feb 2014	15.5	26.9	16.9	16.5	14.2	14.2	15.3	14.5	15.1	19.3	21.8	18.2	15.5

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	0.5	0.1	-0.9	-1.3	-0.1	-1.3	-2.0	-1.1	-0.6	0.4	2.3	1.1	-0.8
85%	0.7	-0.6	-2.2	-4.2	-0.4	-0.9	-6.4	-0.6	-1.9	-0.6	4.4	3.3	-2.0
90%	1.2	-1.8	-2.7	-4.0	-0.4	-4.0	-6.6	-3.0	-1.6	0.7	6.2	3.0	-2.6
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	1.5	3.0	1.2	0.5	-0.3	0.2	-0.5	-0.6	-0.2	1.8	1.9	1.4	0.1
85%	4.1	7.7	2.3	-0.7	0.3	0.8	-1.4	-0.5	-0.8	4.7	5.1	2.6	0.4
90%	5.7	10.4	2.9	2.3	-0.4	0.6	-2.0	-1.3	-1.5	6.2	5.8	5.2	0.4

Commentary:

Significant improvement in journey times somewhat less pronounced during the January/February part of the trial.

Route 29a:

Route 29a	Bishopthorpe Rd to Micklegate via Nunnery Ln												
Average	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	4.1	7.3	5.8	4.7	4.9	4.1	4.2	5.1	6.3	6.5	6.1	4.6	5.1
Before Jan/Feb 2013	3.8	6.9	4.5	4.7	5.6	5.3	5.2	5.7	7.7	5.5	5.4	4.3	5.7
After Oct/Nov 2013	3.9	8.1	5.3	5.8	5.5	4.9	4.5	5.1	6.0	5.4	6.7	4.1	5.3
After Jan/Feb 2014	5.1	8.5	5.5	3.9	4.5	4.3	3.4	4.6	5.6	4.8	4.8	3.8	4.5

Route 29a	Bishopthorpe Rd to Micklegate via Nunnery Ln												
85%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	6.4	13.7	8.8	8.1	7.9	6.3	6.3	7.6	10.1	9.8	8.9	7.6	8.0
Before Jan/Feb 2013	6.2	11.5	6.3	7.7	8.5	7.9	7.3	8.4	14.0	7.5	6.9	6.3	8.8
After Oct/Nov 2013	5.0	13.9	8.2	8.3	8.7	5.9	5.9	7.2	9.3	8.1	9.7	5.5	7.6
After Jan/Feb 2014	6.6	15.8	9.3	5.6	6.5	6.6	4.8	6.1	8.7	7.4	7.8	5.5	6.6

Route 29a	Bishopthorpe Rd to Micklegate via Nunnery Ln												
90%ile	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before Oct/Nov 2012	7.9	15.8	10.0	8.5	8.9	7.4	7.3	8.5	11.8	13.2	13.1	8.9	9.4
Before Jan/Feb 2013	7.3	14.5	8.1	8.0	11.4	8.8	8.7	9.1	16.9	8.6	8.6	6.9	10.4
After Oct/Nov 2013	6.6	17.8	12.3	11.3	10.7	8.3	8.4	9.5	13.1	11.6	12.1	7.0	10.3
After Jan/Feb 2014	15.4	18.8	12.5	6.8	8.1	7.4	5.5	8.4	9.8	8.4	8.8	6.4	7.9

Differences:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	10:30 to 17:00
Before trial Oct, Nov 2012 compared to during trial Oct, Nov 2013													
Average	-0.2	0.7	-0.4	1.0	0.6	0.7	0.3	0.0	-0.3	-1.1	0.6	-0.5	0.1
85%	-1.4	0.1	-0.6	0.1	0.8	-0.4	-0.4	-0.3	-0.9	-1.6	0.8	-2.1	-0.4
90%	-1.3	2.0	2.2	2.7	1.8	0.9	1.1	1.0	1.3	-1.6	-1.0	-1.8	0.9
Before trial Jan, Feb 2013 compared to during trial Jan, Feb 2014													
Average	1.3	1.6	1.0	-0.7	-1.2	-1.0	-1.7	-1.1	-2.1	-0.8	-0.6	-0.4	-1.3
85%	0.3	4.4	2.9	-2.1	-2.0	-1.3	-2.5	-2.3	-5.3	-0.1	0.9	-0.9	-2.2
90%	8.0	4.3	4.4	-1.2	-3.3	-1.4	-3.2	-0.8	-7.0	-0.2	0.2	-0.5	-2.5

Commentary: Journey time improvements observed on Nunnery Lane approach to Micklegate Bar – far more pronounced during the January / February period of monitoring.

Annex B3: Bus reliability and journey times:

Reliability data from First Group:

	Service	Starting on time	On time at intermediary stops
2013/14	1	92.9%	83.4%
	2	94.1%	72.9%
	5	95.6%	90.5%
	6	95.3%	88.1%
	Network	93.6%	83.8%
		Starting on time	On time at intermediary stops
2012/13	1	89.5%	78%
	2	92.9%	63.9%
	5	92.1%	78.4%
	6	90.2%	76.7%
	Network	90.1%	76.3%
		Starting on time	On time at intermediary stops
YOY change	1	3.4%	5.4%
	2	1.2%	9.0%
	5	3.5%	12.1%
	6	5.1%	11.4%
	Network	3.5%	7.5%

Bus Journey Time Data from Operator Reports:

Service 1	Chapelfields Shops (32900321)	Rail Station Stop A (32900140)	Station Avenue (32900130)	Theatre Royal C (32900121)	New Earswick Shops (32900645)	J. Rowntree School (32900640)	Wigginton Mill Lane (32900545)
Before	0.00	18.98	20.72	26.56	37.06	39.49	51.80
During	0.00	19.12	20.87	26.23	37.15	39.72	52.19
Difference	0.00	0.15	0.16	-0.33	0.09	0.23	0.39

Service 1	Wigginton Mill Lane (32900545)	Rowan Avenue (32900642)	Theatre Royal B (32900123)	Station Road Stop A (32900126)	Rail Station Stop F (32900133)	Acomb Shops (32900028)	Chapelfields Shops (32900321)
Before	0.00	16.29	34.47	36.45	39.20	50.95	54.79
During	0.00	16.60	33.12	35.46	37.89	49.40	53.55
Difference	0.00	0.30	-1.35	-0.99	-1.31	-1.55	-1.24

Service 6	Heslington East B (32903608)	Redbarn Drive (32901016)	Alcuin Avenue West (32900293)	Rougier St Stop F (32900095)	Burton Green West (32901621)	Clifton Moor (32900411)
Before	0.00	2.63	9.65	29.13	45.92	56.71
During	0.00	2.63	11.23	31.50	48.16	59.36
Difference	0.00	0.00	1.58	2.38	2.24	2.66

Service 6	Clifton Moor (32900411)	Burton Green West (32900401)	York Hospital (32900082)	Rougier St Stop A (32900093)	Alcuin Avenue East (32900744)	Galligap Lane (32900307)	Heslington East B (32903608)
Before	0.00	12.00	21.51	35.71	52.19	55.99	64.98
During	0.00	12.11	20.57	35.28	53.09	57.16	62.00
Difference	0.00	0.10	-0.94	-0.43	0.90	1.17	-2.98

*Note service 6 had route changes between the before and during data and was affected by gas works at the start of the trial.

B4 - Park and Ride travel times in minutes - includes boarding time at stops:

During Lendal Closure times of 10:30am - 5pm

Into City

	Sep-12	Sep-13	Oct-12	Oct-13	Nov-12	Nov-13	Dec-12	Dec-13	Jan-13	Jan-14	Feb-13	Feb-14
Service 2 Rawcliffe Bar	19.0	18.2	18.4	19.1	19.9	19.6	19.3	17.8	17.8	18.1	19.0	20.7
Service 3 Askham Bar	13.3	13.2	13.7	12.6	13.7	13.0	15.0	13.0	13.4	12.9	14.0	13.1
Service 7 Designer Line	16.1	15.9	16.9	16.5	16.0	16.6	17.4	16.8	15.6	16.0	16.1	16.6
Service 8 Grimston Bar	17.5	17.4	17.5	18.1	17.8	18.5	18.2	18.0	16.7	17.8	17.2	17.5
Service 9 Monks Cross	9.9	10.0	9.7	10.4	9.8	10.1	10.1	10.4	9.5	9.6	9.3	9.9

Into City

Differences:	Sept	Oct	Nov	Dec	Jan	Feb
Service 2 Rawcliffe Bar	-0.8	0.7	-0.3	-1.5	0.3	1.7
Service 3 Askham Bar	0.0	-1.0	-0.6	-2.0	-0.5	-0.9
Service 7 Designer Line	-0.2	-0.3	0.5	-0.7	0.3	0.6
Service 8 Grimston Bar	-0.1	0.6	0.7	-0.2	1.1	0.4
Service 9 Monks Cross	0.2	0.7	0.2	0.3	0.2	0.5

From City

	Sep-12	Sep-13	Oct-12	Oct-13	Nov-12	Nov-13	Dec-12	Dec-13	Jan-13	Jan-14	Feb-13	Feb-14
Service 2 Rawcliffe Bar	9.2	8.6	9.1	7.8	9.5	8.1	9.2	7.6	9.1	7.7	8.9	8.1
Service 3 Askham Bar	20.6	20.1	20.0	19.7	20.2	20.6	20.8	19.6	20.4	19.1	20.0	19.3
Service 7 Designer Line	22.6	22.5	23.5	24.7	22.7	23.8	22.3	25.4	21.9	22.5	22.5	22.8
Service 8 Grimston Bar	11.4	11.5	11.1	12.0	11.7	12.3	11.3	12.0	10.6	11.3	11.3	11.3
Service 9 Monks Cross	10.5	10.7	10.3	11.1	11.0	11.0	11.4	11.8	10.8	11.6	10.8	11.5

From City

Differences:	Sept	Oct	Nov	Dec	Jan	Feb
Service 2 Rawcliffe Bar	-0.5	-1.3	-1.4	-1.6	-1.5	-0.8
Service 3 Askham Bar	-0.6	-0.3	0.3	-1.2	-1.3	-0.7
Service 7 Designer Line	-0.1	1.2	1.1	3.2	0.7	0.2
Service 8 Grimston Bar	0.1	0.8	0.6	0.7	0.8	0.0
Service 9 Monks Cross	0.2	0.8	0.1	0.4	0.8	0.7

Commentary:

Park and Ride journey times are a reasonably good proxy for travel times on the radial routes – although bus priority measures will be helping some routes. The results show that the bridge trial has not causing any significant increases in travel time on the radials routes into and out of the city.

February is a quiet month for traffic generally, so the Feb 2013 and Feb 2014 figures are showing general improvements in journey times for buses compared to the busy run up to Christmas and the new year.

Rawcliffe Bar which uses Water End, Leeman Road, Lendal Bridge and Bootham is showing a worsening in its journey time into the city comparing Jan 2013 with Jan 2014. The increases in flow on the A19 due to the ongoing improvement works at the A1237/A59 roundabout seem to be the likely cause of this. Reports of PM peak delays (16:00 to 18:00) are also being actively investigated. The outbound leg is showing an overall improvement with less delays being experienced over Lendal Bridge and at the Bootham/Gillygate junction.

Askam Bar is showing a reduction in travel time inbound and outbound due to less delays at Micklegate Bar resultant from the trial.

Designer Line is effectively unchanged, the trial is not adversely effecting travel times on this route.

Grimston Bar is effectively unchanged, again the trial is not adversely effecting travel times on this route.

Monks Cross is unchanged inbound but is picking up a small amount of additional outbound delay, again due to increases in traffic at the Layerthorpe Bridge junction.

B5 – Automatic Traffic Count (ATC) Data

Changes in traffic flow vehicles per hour:

	Average all 2012	Sep 2012	Sep 2013	Oct 2012	Oct 2013	Nov 2012	Nov 2013	Dec 2012	Dec 2013
A1237 Bridge	2243	2264	2249 (-15)	2281	2202 (-79)	2264	2137 (-126)	2248	2275 (+27)
Clifton Bridge	1247	1233	1395 (+162)	1242	1431 (+189)	1282	1464 (+182)	1337	1499 (+162)
Foss Islands Road	1517	1468	1654 (+186)	1472	1627 (+155)	1508	1609 (+101)	1579	1639 (+60)
Leeman Road	n/a	619**	590 (-29)	n/a	606 (-13)	n/a	611 (-8)	n/a	650 (+31)
Tadcaster Road	1115	1048	1061 (+13)	1081	1071 (-10)	1104	1095 (-9)	1111	1132 (+21)
A19 Fulford Road	1353	1347	1357 (+10)	1358	1375 (+17)	634	647 (+12)	1450	1441 (-9)
A1079 Hull Road	1074	1069	1066 (-3)	1077	1041 (-36)	1040	973 (-67)	1028	990 (-38)
Boroughbridge Road A59	1090	1071	1036 (-35)	1052	1034 (-18)	1066	984 (-82)	1107	1055 (-52)
A19 Shipton Road	823	819	845 (+26)	862	893 (+31)	434	444 (+26)	863	886 (+23)
Malton Road	1067	1055	1029 (-26)	1072	1056 (-16)	551	549 (-5)	1176	1149 (-27)

	Average all 2012	Jan 2013	Jan 2014	Feb 2013	Feb 2014
A1237 Bridge	2243	2048	2099 (+51)	2234	2124 (-110)
Clifton Bridge	1247	1122	1437 (+315)	1205	1414 (+209)
Foss Islands Road	1517	1435	1565 (+130)	1532	1579 (+47)
Leeman Road	n/a	619**	593 (-26)	619**	594 (-25)
Tadcaster	1115	993	1003	1055	1062

Road			(+10)		(-7)
A19 Fulford Road	1353	1244	1306 (+62)	1327	1327 (0)
A1079 Hull Road	1074	1013	1005 (-8)	1057	1030 (-27)
Boroughbridge Road A59	1090	996	853 (-143)	1075	868 (-207)
A19 Shipton Road	823	815	852 (+37)	789	872 (+83)
Malton Road	1067	1008	1011 (+3)	1033	1021 (+12)

*Data for schooldays only, for the hours 11:00 and 17:00 and are two-way hourly vehicle flows

**Leeman Road count is from July 2013 – counter installed as part of the monitoring of the trial

*** Figures in (brackets) indicate change from pre-trial for that month.

Commentary:

The A1237 is showing a reduction in traffic volume Feb 2014 compared to Feb 2013 and is somewhat down on the pre-new year volumes. This seems likely due to the ongoing works to improve the A59 roundabout.

The observed reduction in flows on Boroughbridge Road and corresponding increase on A19 are also likely due to traffic management associated with the A59 roundabout improvement works – including lane closures inbound on the A59.

Water End at Clifton Bridge has a similar level of flow to January 2014 and remains somewhat up on the pre-new year levels. Some additional levels of delay have been observed between Clifton Green and Water End / Salisbury Road. Part of this change seems to be due to the works at the A1237/A59 roundabout - measures to tackle this are being investigated.

Foss Islands Road has shown a further reduction in month on month change in traffic volumes – they are now not far of levels as pre trial. It would be expected that travel times on Foss Islands Road have now returned to those similar to pre-trial. This has been confirmed by control room operators who report an improvement in traffic conditions on Foss Islands Road since the start of January.

Leeman Road, Fulford Road, Tadcaster Road and Malton Road all show little change in average traffic volumes.

Peak / Average flow level comparisons (two way veh/hr):

Foss Islands Road:	AM (8:00 to 9:00)	Inter Peak (11:00 to 17:00)	PM (17:00 to 18:00)
February 2014	1404(-8)	1579(+62)	1510(-30)
January 2014	1353(-59)	1565(+48)	1479(+71)
December 2013	1408(-16)	1639(+122)	1504(-35)
November 2013	1417(+5)	1609(+92)	1499(-51)
October 2013	1433(+21)	1627(+110)	1583(+33)
September 2013	1361(-51)	1654(+137)	1604(+54)
Average school day 2012	1412	1517	1550

Water End Clifton Bridge:	AM (8:00 to 9:00)	Inter Peak (11:00 to 17:00)	PM (17:00 to 18:00)
February 2014	1518(+94)	1414(+167)	1442(-97)
January 2014	1569(+145)	1437(+190)	1608(+69)
December 2013	1487(+63)	1499(+252)	1552(+13)
November 2013	1611(+187)	1464(+217)	1616(+77)
October 2013	1537(+113)	1431(+184)	1555(+16)
September 2013	1531(+107)	1395(+148)	1669(+130)
Average school day 2012	1424	1247	1539

Commentary:

The figures from January 2014 show that in general the February peak periods have got less busy (apart from Clifton Bridge AM peak). The inter-peak trial periods are still showing elevated traffic levels although the increases are somewhat less than before the new year.