
Secretariat memorandum

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Journey Time Reliability

1 Purpose of report

- 1.1 Members have raised concerns regarding the changing of the Journey Time Reliability target that TfL has adopted. This paper describes the background and the challenge for the future.

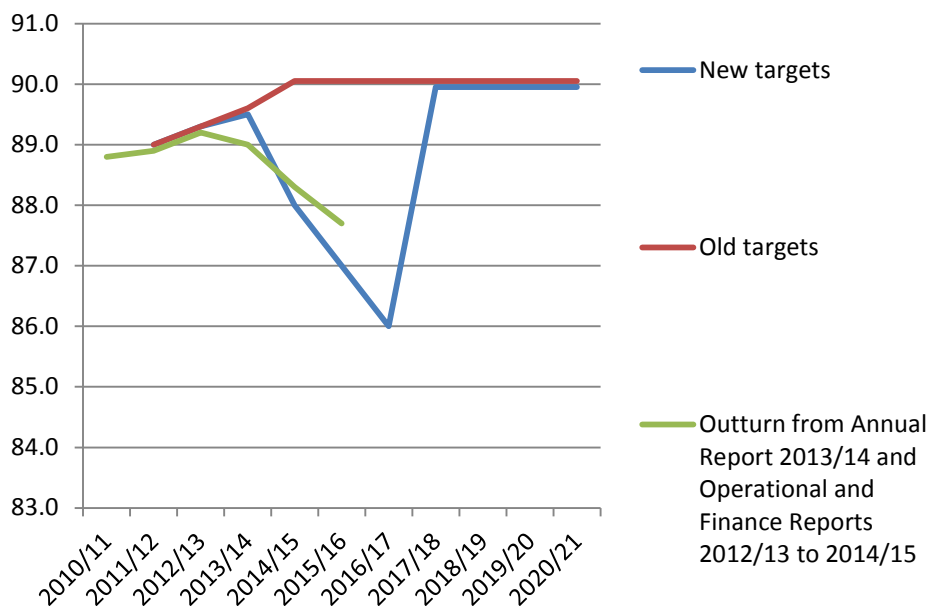
2 Background

- 2.1 In 2008 the new mayor asked TfL to look to 'smooth the traffic flow'. One part of their response was to introduce a new measure for the reliability of motor vehicle road journeys on the Transport for London road network. The measure 'Journey Time Reliability' (JTR) was developed. JTR seeks to measure how reliable a notional 30 minute journey is. The higher the percentage, the more journeys are reliable.
- 2.2 TfL has set itself targets to improve on what they measured in the first year/s. There seems to be some discrepancies, but the figures contained in the various business plans and operational reports are set out below.

	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Business plan 2011/12 - 2014/15, published March 2011 (targets)		89.0	89.3	89.6	90						
Business plan for next decade published December 2012 (targets)			89.3	89.6	90						
Business Plan 2013, published December 2013 (targets)				89.5	89.8	90	90	90	90	90	90
Business Plan 2014, published December 2014 (targets)					88	87	86	90	90	90	90
	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Latest targets (with some discrepancies)		89.0	89.3	89.5	88	87	86	90	90	90	90
Outturn from Annual Report 2013/14 and Operational and Finance Reports 2012/13 to 2014/15	88.8	88.9	89.2	89	88.3	87.7*					
* Note the 2015/16 figure is for the first quarter only											

- 2.3 Generally, between 2011/12 and 2013/14 the target was steadily rising and being met (the targets were derived from actual figures measured). The outturn in 2014/15 was below target and a new lower target established for 2014/15 to 2020/21. TfL tell us that the lower targets reflect the fact that much work is being done on the road network: its Roads Modernisation Plan. After 2017/18 the target reverts to 90%.

TfL's JTR targets and outturn



3 Discussion

- 3.1 TfL's original targets were set at about the level that was actually been achieved with a gradual improvement forecast. That has now been reviewed to take account of the Roads Modernisation Plan and rising traffic volumes.
- 3.2 TfL have done much work to improve the performance of the road network, road managers, engineering works, road works permitting, traffic signal changes and computerisation etc., however, the Roads Modernisation Plan and many other schemes are reducing capacity at the same time as demand is rising due to population and economic growth. Given all of this hitting the target of 90% in 2017/18 will be a challenge and will need significant investment and policy responses.
- 3.3 It is clearly not desirable that targets are changed. There are, however a lot of street works being undertaken on London's roads that were not expected when these targets were originally set. That said not all of the works had to be done at the same time.
- 3.4 The other question is whether the underlying performance is deteriorating and if it is what plans does TfL have to get back on target. Whilst there will be some improvement when the present round of road works are completed, it will be a challenge to lift performance to the level previously measured and to the target of higher target of 90%.

4 Recommendations

- 4.1 Members consider this report.

5 Equalities and inclusion implications

- 5.1 The reliability of the road network affects all of the users of London's road network.

6 London TravelWatch priority

- 6.1 The reliability of the road network affects all the users of London's roads. London TravelWatch's 'Policies to keep London moving' document recognised this and said: "Congestion on London's roads affects all travellers and is forecast to worsen as the population grows and economic activity increases, particularly in outer and east London. The Mayor must develop a coherent plan to address these pressures."

7 Legal powers

- 7.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight).

8 Financial implications

- 8.1 There is no financial implication on London TravelWatch as a result of this report.