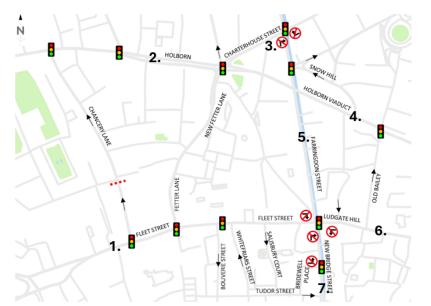
Appendix 5: Transforming Fleet Street General Traffic Journey Times (Option 1)



- 1. Fleet Street
- 2. Holborn
- 3. Charterhouse Street
- 4. Holborn Viaduct
- 5. Farringdon Street
- 6. Ludgate Hill
- 7. New Bridge Street

Car journey time differences

Results from initial modelling, thus subject to change

	CAR JOURNEY TIME (seconds)								
AM PEAK	1. Fleet Street	2. Holborn	3. Charterhouse Street	4. Holborn Viaduct	5. Farringdon Street	6. Ludgate Hill	7. New Bridge Street		
1. Fleet Street	N/A	-0-30 secs	0-30 secs	-0-30 secs	N/A	N/A	N/A		
2. Holborn	0-30 secs	N/A	0-30 secs	0-30 secs	-0-30 secs	-0-30 secs	N/A		
3. Charterhouse Street	0-30 secs	-0-30 secs	N/A	-0-30 secs	-0-30 secs	-0-30 secs	N/A		
4. Holborn Viaduct	0-30 secs	0-30 secs	-0-30 secs	N/A	-0-30 secs	-0-30 secs	N/A		
5. Farringdon Street	-0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	N/A	-0-30 secs	-0-30 secs		
6. Ludgate Hill	0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	N/A	N/A		
7. New Bridge Street	0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	0-30 secs	N/A	N/A		

	CAR JOURNEY TIME (seconds)								
PM PEAK	1. Fleet Street	2. Holborn	3. Charterhouse Street	4. Holborn Viaduct	5. Farringdon Street	6. Ludgate Hill	7. New Bridge Street		
1. Fleet Street	N/A	-0-30 secs	-0-30 secs	-0-30 secs	N/A	N/A	N/A		
2. Holborn	-0-30 secs	N/A	0-30 secs	0-30 secs	-0-30 secs	-0-30 secs	N/A		
3. Charterhouse Street	-31-60 secs	-0-30 secs	N/A	-0-30 secs	-0-30 secs	-0-30 secs	N/A		
4. Holborn Viaduct	-31-60 secs	0-30 secs	-0-30 secs	N/A	-0-30 secs	-0-30 secs	N/A		
5. Farringdon Street	0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	N/A	-0-30 secs	0-30 secs		
6. Ludgate Hill	-0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	N/A	N/A		
7. New Bridge Street	0-30 secs	-0-30 secs	-0-30 secs	-0-30 secs	0-30 secs	N/A	N/A		