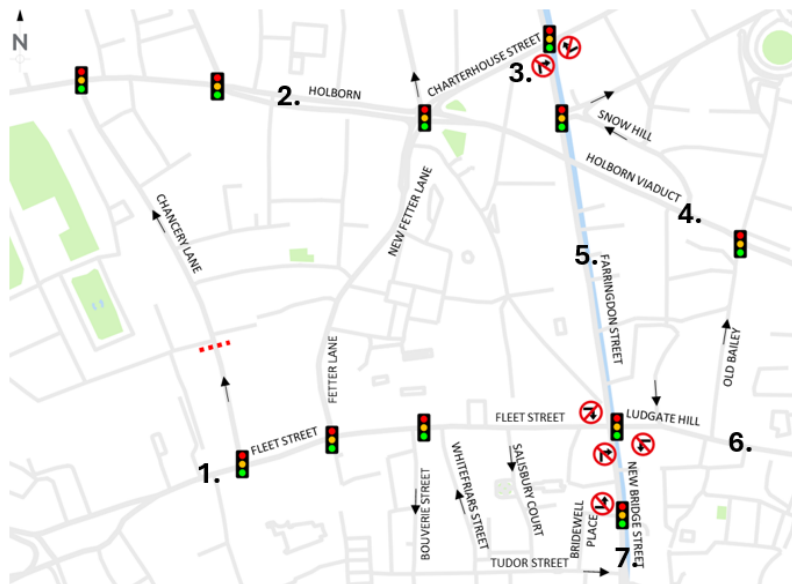


Appendix 5: Transforming Fleet Street General Traffic Journey Times (Option 1)



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