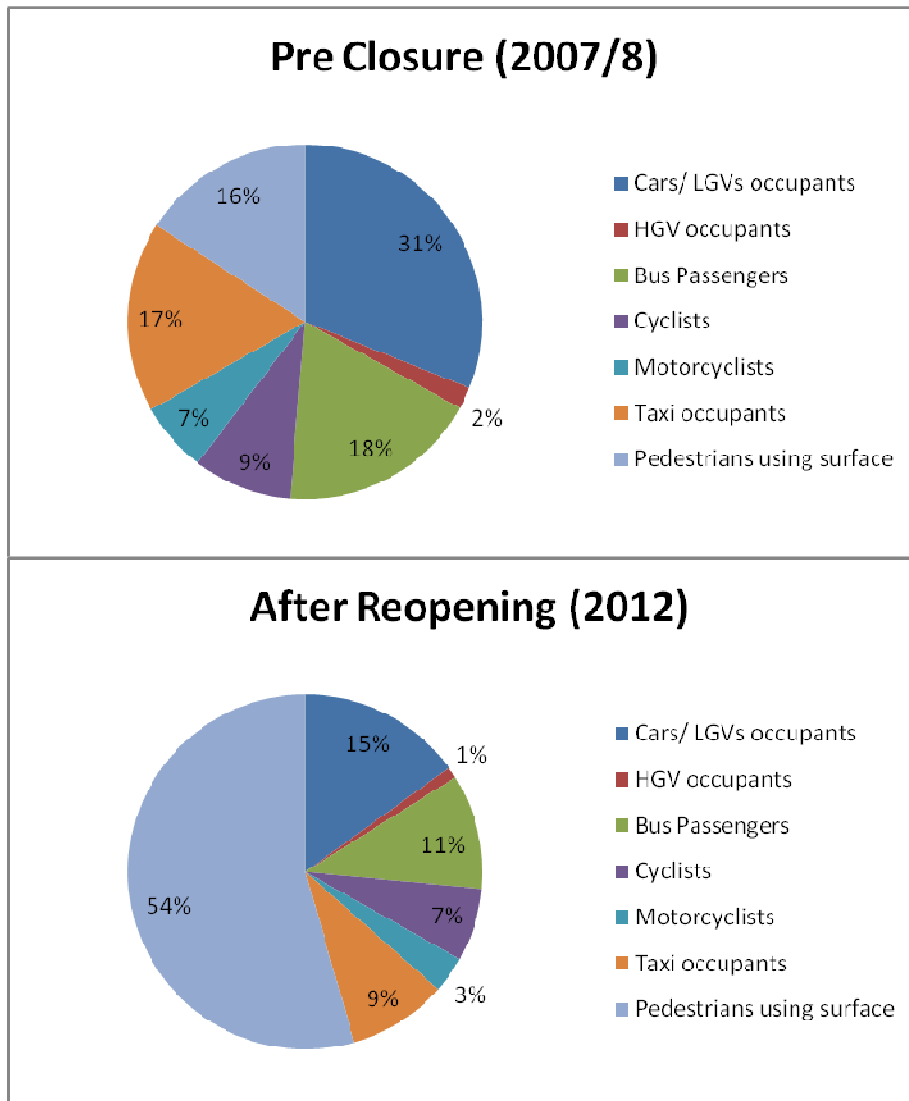


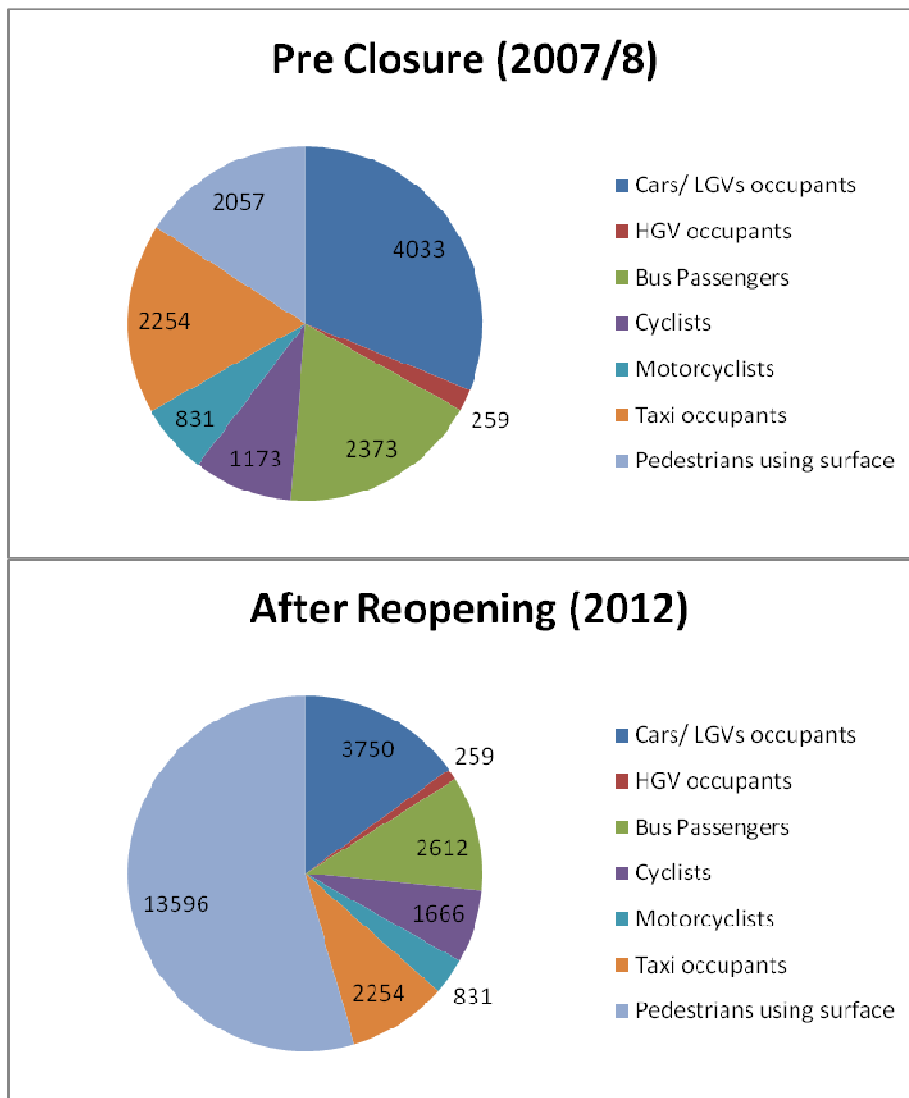
Blackfriars Junction – Numbers of People Experiencing the Junction by Mode
Background Estimates and Assumptions

1. People experiencing the junction pre station closure and after reopening – indicative proportions by modal percentage



NB: Small adjustments for accuracy to pedestrian and bus figures meaning some small variations in percentage splits from previously released presentation.

2. People experiencing the junction pre station closure and after reopening – numbers of people by mode



3. Assumptions behind the data by mode for the morning peak

The information provided within these charts has been used to provide an illustration only of the indicative proportions of people by different modes that will experience the revised junction during the morning peak when it is complete in 2012. The information has been constructed from a variety of data sources and has therefore required a number of assumptions to be made that are set out below:

3.1 Cars/ LGV occupants

- In 2007/08 there were 4033 car and LGV occupants. This is based on JMP'S January 2007 counts and an occupancy rate per vehicle of 1.63. The occupancy value is from 'Values of Time and Operating Costs' (April 2009) TAG Unit 3.5.6, Department of Transport.

- For 2012 there are assumed to be 3750 occupants. This is based on modal share reported for 2007-2009 in Travel in London Report 3, where car and LGV numbers reduced by 7%.

3.2 HGV occupants

- In 2007/08 there were 259 HGV occupants. This is based on JMP'S January 2007 counts and an occupancy rate per vehicle of 1.
- In 2012 there are assumed to be 259 HGV occupants as demand is assumed to remain the same.

3.3 Bus passengers

- In 2007/08 there were 2373 occupants. This is taken from Bus Patronage figures in the Bus Origin and Destination Survey for routes 45 (27th January 2006), 63 (6th May 2008) and 100 (16th May 2008).
- In 2012 there are assumed to be 2612 occupants. This number includes an uplift from the 2008 figure based on bus passenger numbers across the network increasing by 9.5% as set out in Travel in London Report 3.

3.4 Cyclists

- In 2007/08 there were 1173 cyclists. This is based on JMP'S January 2007 cycle counts which have been uplifted by 17% to reflect seasonal differences in cycle numbers.
- In 2012 there are assumed to be 1666 cyclists. Cycling numbers uplifted by 42%, based on modal share changes reported 2007-2009 in Travel in London Report 3.

3.5 Motorcyclists

- 2007/08 there were 831 motorcyclists based on JMP'S January 2007 traffic counts.
- In 2012 there are assumed to be 831 motorcyclists as demand is assumed to remain the same.
- Motorcycles are assumed to have 1 occupant per vehicle.

3.6 Taxi occupants

4. In 2007/08 there were 2254 occupants. This is based on JMP'S January 2007 traffic counts and an occupancy rate of 1.8 based on TfL Strategy Guidelines.
5. In 2012 there are assumed to be 2254 occupants as demand is expected to remain the same.

3.7 Pedestrians using surface

- In 2007/08 there were 2057 pedestrian movements. This is based on Jacobs' August 2008 counts which recorded the total number of pedestrians entering and exiting the station at street level. 83% of all movements to access or egress the station were made via the subway system. There will no longer be direct subway access onto the concourse
- 2016 there are assumed to be 16203 pedestrians exiting and entering the station. This figure is taken from data provided by Network Rail's Legion modelling used for 2016 predictions.

- In 2012 the station will reopen but there will not be the full 24 trains per hour service until the completion of the Thameslink programme, scheduled for 2016. Assumptions for National Rail Trips therefore reduced by a third from 2016 assumptions, although pedestrian movements to access London Underground and retail facilities are assumed to be the same, which produces an assumption of 13596 pedestrian movements.

3.8 General Notes

To calculate the amount of vehicles the counts for movements that either begin or end on the Blackfriars Bridge was used. The time period 0730 – 0930 was chosen to ensure consistency between data sets.

There was no peak assumed within the peak data provided; if a data set covered 0700 to 1000 the figure for the time period 0730 -0930 was assumed to be two thirds of the total. However for data sets that specific split interval data (i.e. counts at 15 minute intervals) the data that covered 0730 to 0930 was used.