VALUES BELOW ARE TFL SPECIFIC (BUT MAY BE THE SAME AS WEBTAG WHERE OVERLAP)

3a LU Value of Time Weights - General

Journey Characteristic	Weighting
Pre-journey	
• queuing to get to a ticket office window or machine	3.4
• transaction at a ticket office window or machine	2.5
• queuing at a PASS agent	3
• transaction at a PASS agent	2
• delay at ticket gates	4
Riding	
• standing (or sitting) in a crowded train	1.0 + RFa
• seated in an uncrowded train	1
• on escalators	1.5
• in lifts	2
Waiting	
• for trains or lifts in acceptable uncongested conditions	2
• for trains on crowded platform	2 + CFb
Walking	
• unimpeded	2
• in a congested environment	2.0 + CFb / 2
• up stairs or stationary escalators	4
• down stairs unimpeded	2.5
Penalties	
• Interchange (LUL/LUL)	3.5 mins fixed
(LUL/National Rail)	5.0 mins fixed

Note: these have reduced from 2.5 with the latest WebTAG update (November 20

a *RF is the formula 0.09 + (2.11-1.13 Y) X giving an overall weighting for those standing and sitting, where X = (train load - train seats)/(crush load - train seats) and Y, which relates seating capacity to standing capacity, is as follows:*

Bakerloo	*0.289*	*Metropolitan*	*0.405*	Note: Those shaded red need re-estimating
Central	*0.208*	*Northern*	*0.247*	
Circle	*0.168*	*Piccadilly*	*0.219*	
District	*0.248*	*Victoria*	*0.254*	
Jubilee	*0.17*			

b *CF = 0.667(P - 0.5)², where P = passengers per m² and P is between 0.5 and 2. CF = 1.50 if P is greater than or equal to 2, and 0 if P is less than 0.5. For example, if P = 1.2 then CF = 0.327.*

Notes:

1 *For projects affecting train times and crowding levels the Train Service Model can be used to estimate benefits.*

2 *For projects affecting station walk times and crowding levels, the LEGION, PEDROUTE and PEDS models can be used to estimate benefit.*