BELLWAY HOMES (SOUTHERN COUNTIES)

DURRINGTON GASWORKS (ELIZABETH SQUARE PHASE 2)

TRANSPORT ASSESSMENT ADDENDUM

REPORT REF. 2505550_D-ACE-XX-XX-RP-C-0101

November 2026

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft	JE	JE	DRAFT	30.10.26
-	Final Issue	JE	JE	PR	06.11.26

Distribution

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1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Limited to advise on the highways and transport aspects of a potential development at Durrington Gasworks, Martlets Way, Goring-by-Sea, Worthing, hereafter referred to as 'Phase 2' of the development at Durrington Gasworks. Adur and Worthing Councils (AWC) operate jointly as the Local Planning Authority, albeit the site sits within Worthing Borough Council (WBC). West Sussex County Council (WSCC) is the local highway authority responsible for the roads in the surrounding area.

1.2. This Transport Assessment Addendum (TAA) has been produced in relation to a current planning application (AWC ref: AWDM/0628/26) submitted in May 2026. The application was supported by a Transport Assessment (TA) and a Draft Travel Plan (TP). Since the application was submitted, WSCC has provided comments on transport-related aspects the scheme, which were included within consultation response received on 25th August 2026. Following this a meeting was held between ACE and WSCC on 16th September 2026 to discuss the comments. The WSCC consultation response is contained at **Appendix A**.

1.3. The purpose of this TAA is to provide a response to the highways comments that have been raised on the application. WSCC's comments requested further information in relation to three specific points. These were:

- The Stage 1 Road Safety Audit (RSA) and Designer's Response prepared to accompany the application;
- Confirmation regarding potential local improvement works to support the development; and
- A requirement for additional junction capacity assessment.

1.4. **Section 2.0** provides responses to comments received from WSCC. The comments from WSCC are contained within **Appendix A**. Only the comments which requested further work are addressed in this TAA with other matters considered to have been agreed.

1.5. The work presented in this TAA does not lead to any internal amendments to the scheme itself and instead focuses on external matters, such as off-site capacity assessment and local improvement works.

2. Response to WSCC Comments

2.1. For ease of reference, WSCC's comments have been shown in underlined italics prior to any commentary.

Stage 1 RSA and Designer's Response

In accordance with the adopted LHA's 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit. All matters bar 3.2.1 of the RSA have been addressed and agreed by the Designer's Response (DR). Regarding point 3.2.1 the interpretation of the DR is that this addresses the issue raised by the Auditor but because it's not formally been agreed by the DR the LHA would seek clarity on that point before having to go through our internal process. If it hasn't been, we would need a confirmation email/response from the Auditor confirming their acceptance to the Applicant's DR.

2.2. The Designer's Response has since been updated to include the response from the audit team. This states:

"Noted, however, the swept path shows a pronounced deviation from the normal path to make the turns within the proposed alignments with no margin for error. Drivers unfamiliar with the area may not start the turning movements at ideal point. This could lead to footway over-run and possible vehicle to pedestrian collisions. However, it is recognised that vehicle movements and speeds are likely to be low."

2.3. The auditor ultimately concludes that the level of speed and frequency of large vehicles such as refuse vehicles using the internal corner will be low. It is noted that an unfamiliar driver may slightly overrun the footway if not beginning their turn from the ideal point. It should also be noted that, in this case, overrun refers to potential body overhang rather than the vehicle mounting the kerb. However, the low speed and infrequent movements can mitigate this issue.

2.4. The completed and signed Designer's Response is included at **Appendix B**.

Local Improvement Works

As outlined in our pre-application comments it was suggested that some localised areas of mitigation should be investigated by the Design Team to further improve pedestrian connectivity around the immediate area.

- *Investigate pedestrian crossings improvements to the South of the site such as Melbourne Avenue and Melbourne Road. These improvements could consist of junction tightening and tactile paving being added.*

- *Bus stop improvements-the existing bus stop on Shafetesbury Avenue could be improved and upgraded to Real Time Information or a bus shelter investigated.*

The points above are acknowledged in the TA but there does not appear to be any confirmation or acknowledgement that these points have been investigated by the Design Team, therefore some clarity is required.

2.5. The above is acknowledged and the suggested improvements have been explored in greater detail. **Drawing No 2505550_D-ACE-XX-XX-DR-C-0501** shows how measures could be implemented on both Melbourne Avenue and Melbourne Road, where these roads each meet Barrington Road to the south of the proposed development.

2.6. It is proposed to provide dropped kerbs and tactile paving at both junctions to allow for easier crossing. Double yellow line road markings are already present at the proposed crossing points, allowing an unobstructed route across each of the roads for pedestrians.

2.7. To the east of Melbourne Road, another crossing point with dropped kerbs and tactile paving is shown on Barrington Road to allow for north-south movement. This location has been chosen to avoid any clash with existing driveways on Barrington Road.

2.8. The potential to reduce kerb radii on both Melbourne Avenue and Melbourne Road has been reviewed. On Melbourne Avenue, the radii are shown reduced to 4 metres, whereas on Melbourne Road no change is proposed. Melbourne Road is narrower and reducing the radii in this location would have affected refuse vehicle manoeuvres. Swept paths of a refuse vehicle using both of the junctions is shown on **Drawing No 2505550_D-ACE-XX-XX-DR-C-0501**. This shows that the vehicle can negotiate the altered junction whilst avoiding cars parked on-street.

2.9. This drawing has been presented to WSCC ahead of preparation of this TAA report, with an email response from Highways indicating a positive view of the potential improvement works.

2.10. The applicant is also open to the bus stop improvements on Shaftesbury Avenue. These could be delivered through the payment of a contribution towards the new infrastructure, to be agreed as part of a future Section 106 Agreement.

Junction Capacity Assessment

The TRICS assessment provided is acknowledged for both residential and commercial uses. The housing mix and criteria are noted and in accordance with the likely development and as per the pre-application comments agreed by the LHA.

The TA has assessed the following junction:

- *Junction 1 – Shaftsbury Avenue / Barrington Road Junction*

It was advised in the pre-app discussions that the development should also assess the TA suggests the following junctions have not been assessed:

- *Junction 2 –Stand Parade Roundabout*
- *Junction 3 – Goring Way / Mulberry Lane*

Whilst the modelling shows the Shaftsbury Avenue/Barrington Road junction would continue to operate within capacity in all future year scenarios we would seek clarity that the other two junctions above have been assessed as per the pre-application advice and show no capacity impacts on the local network.

2.11. The requirement for additional capacity assessment was discussed at the meeting held between ACE and WSCC Highways in September 2026. It was mentioned that the reason for exclusion of the Goring Way/Mulberry Lane junction from the capacity assessment study area was due to the low volume of additional trips proposed to pass through the junction as a result of the proposals. The maximum predicted peak hour increase was 21 movements.

2.12. The Strand Parade roundabout was excluded from the study area as this had not been assessed as part of the application for Phase 1 of the development at Elizabeth Square (AWC ref: AWDM/1979/19).

2.13. At the meeting with WSCC, it was agreed that the Goring Way/Mulberry Road junction could be excluded from further assessment due to the low increases in traffic but that as assessment of the Strand Parade roundabout should be undertaken.

2.14. A turning count survey was undertaken at the Strand Parade roundabout on Thursday 8th October 2026, with the data included at **Appendix C**. This information has been included on traffic flow diagrams, included at **Appendix D**. The traffic flow diagrams also include future year uplift, development traffic distribution and assignment, Phase 1 traffic and the cumulative flows from these scenarios.

2.15. To establish whether the Strand Parade roundabout would operate satisfactorily in terms of capacity, an ARCADY model was created, with results of this assessment summarised in **Table 2.1**, which indicates that the junction does reach the 0.85 threshold on the Shaftesbury Avenue arm in the 2036 + Phase 1 + Development scenario in the morning peak hour. However, the RFCs all remain below the theoretical capacity of 1 and predicted increases in RFC remain small with the addition of development traffic. In all other scenarios, the threshold is not exceeded. It is therefore considered that the increases could not be classed as *"severe adverse"* as stated in NPPF Policy TR6 – Assessing Transport Impacts. The full output report is included at **Appendix E**.

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
	2026 - Base									
1 - The Boulevard	D1	1.4	6.04	0.59	6.37	D2	1.7	6.00	0.63	7.38
2 - Bolsover Road		0.5	7.86	0.34			0.2	5.62	0.15	
3 - Shaftesbury Rd		1.9	7.94	0.66			2.9	10.60	0.75	
4 - The Strand		0.5	3.58	0.34			0.4	3.31	0.27	
	2030 - Future Base									
1 - The Boulevard	D3	1.6	6.52	0.62	6.88	D4	1.9	6.51	0.66	8.22
2 - Bolsover Road		0.6	8.54	0.37			0.2	5.91	0.16	
3 - Shaftesbury Rd		2.2	8.65	0.69			3.4	12.14	0.78	
4 - The Strand		0.6	3.73	0.36			0.4	3.44	0.28	
	2030 - Phase 1									
1 - The Boulevard	D7	1.8	7.22	0.64	8.64	D8	1.9	6.73	0.66	9.14
2 - Bolsover Road		0.6	9.50	0.39			0.2	6.06	0.17	
3 - Shaftesbury Rd		3.4	12.07	0.78			4.0	14.02	0.81	
4 - The Strand		0.6	4.09	0.38			0.4	3.56	0.29	
	2030 - Phase 1 & 2									
1 - The Boulevard	D11	1.9	7.67	0.66	10.31	D12	2.1	7.23	0.68	9.90
2 - Bolsover Road		0.7	10.15	0.41			0.2	6.33	0.17	
3 - Shaftesbury Rd		4.6	15.49	0.83			4.5	15.35	0.82	
4 - The Strand		0.7	4.32	0.40			0.4	3.63	0.30	
	2036 - Future Base									
1 - The Boulevard	D13	1.8	7.00	0.64	7.38	D14	1.9	6.63	0.66	8.43
2 - Bolsover Road		0.6	9.22	0.39			0.2	5.97	0.16	
3 - Shaftesbury Rd		2.4	9.35	0.71			3.5	12.52	0.78	
4 - The Strand		0.6	3.86	0.38			0.4	3.46	0.29	
	2036 - Phase 1									
1 - The Boulevard	D15	2.0	7.80	0.67	9.46	D16	2.0	6.85	0.67	9.39
2 - Bolsover Road		0.7	10.35	0.42			0.2	6.13	0.17	
3 - Shaftesbury Rd		3.9	13.48	0.80			4.2	14.52	0.81	
4 - The Strand		0.7	4.25	0.40			0.4	3.59	0.30	
	2036 - Phase 1 & 2									
1 - The Boulevard	D17	2.1	8.33	0.68	11.55	D18	2.2	7.38	0.69	10.21
2 - Bolsover Road		0.8	11.11	0.44			0.2	6.40	0.17	
3 - Shaftesbury Rd		5.4	17.83	0.85			4.7	15.95	0.83	
4 - The Strand		0.7	4.50	0.41			0.4	3.66	0.30	

Table 2.1: ARCADY Summary Results for Strand Parade Roundabout

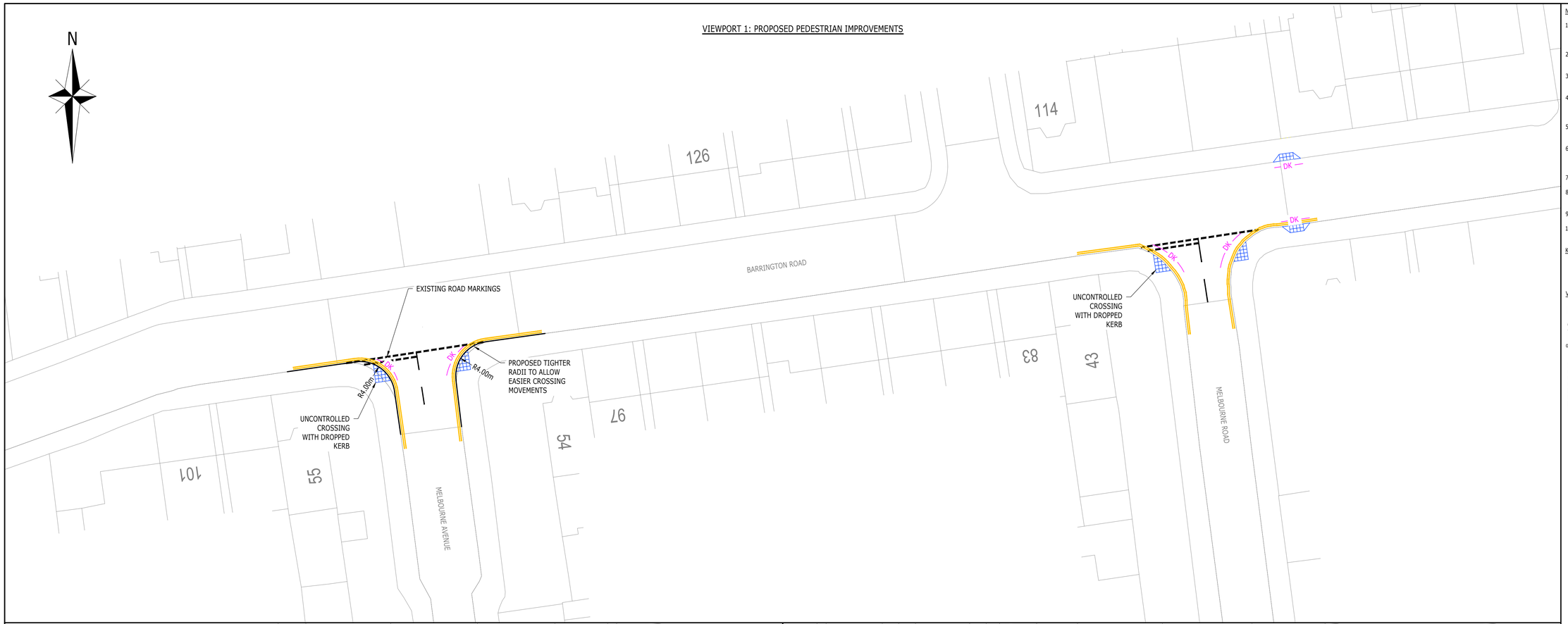
3. Summary and Conclusions

3.1. This TAA has been prepared by ACE for the highways and transport aspects of the development at Durrington Gasworks, referred to as Elizabeth Square Phase 2.

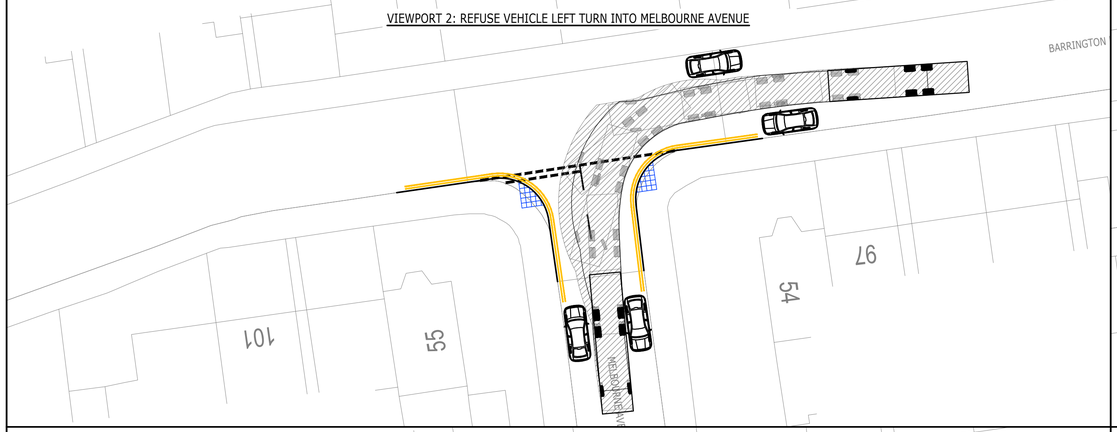
3.2. The purpose of this TAA has been to address outstanding highways and transportation comments raised by WSCC in respect of the current planning at Elizabeth Square Phase 2. Based on the details set out in this report, it is considered that the comments raised by WSCC have now been satisfactorily addressed. As such, it is anticipated that WSCC should now be able to confirm there are no objections to the application on highways grounds.

Drawings

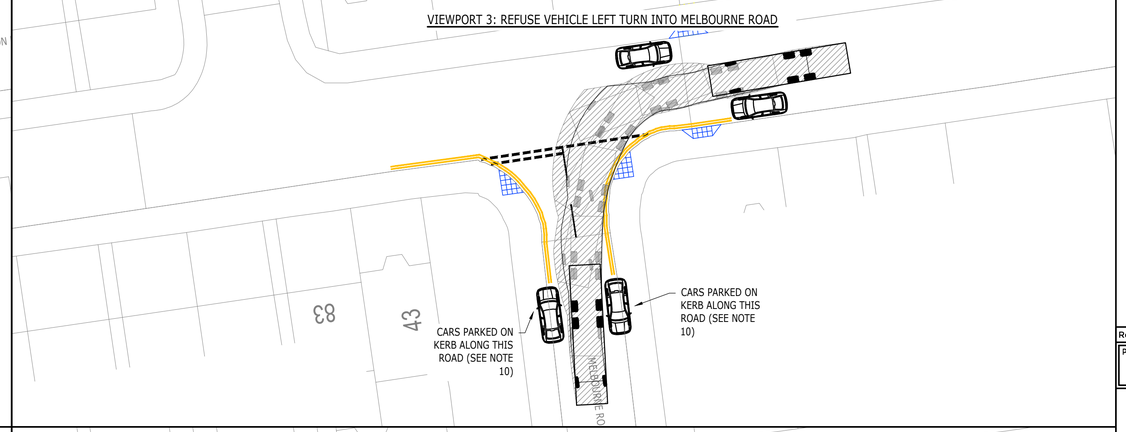
VIEWPORT 1: PROPOSED PEDESTRIAN IMPROVEMENTS



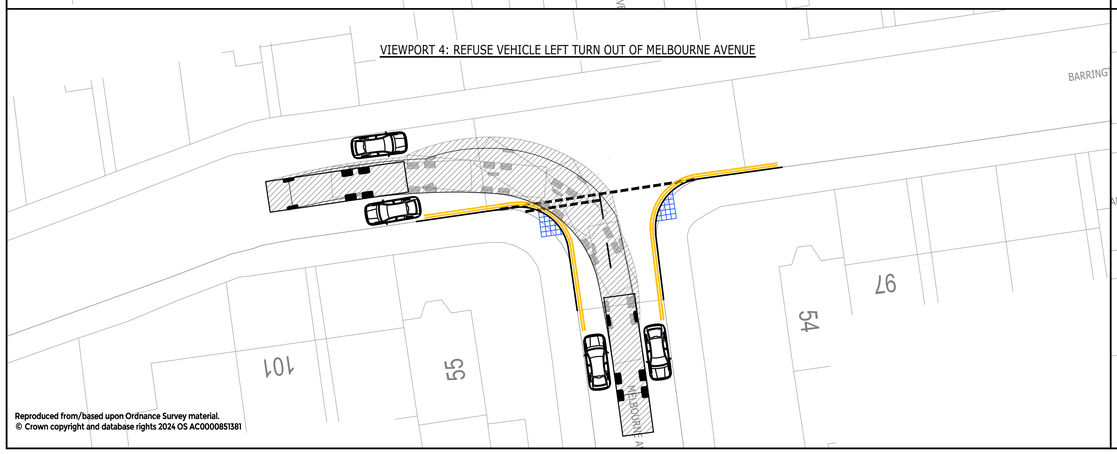
VIEWPORT 2: REFUSE VEHICLE LEFT TURN INTO MELBOURNE AVENUE



VIEWPORT 3: REFUSE VEHICLE LEFT TURN INTO MELBOURNE ROAD



VIEWPORT 4: REFUSE VEHICLE LEFT TURN OUT OF MELBOURNE AVENUE



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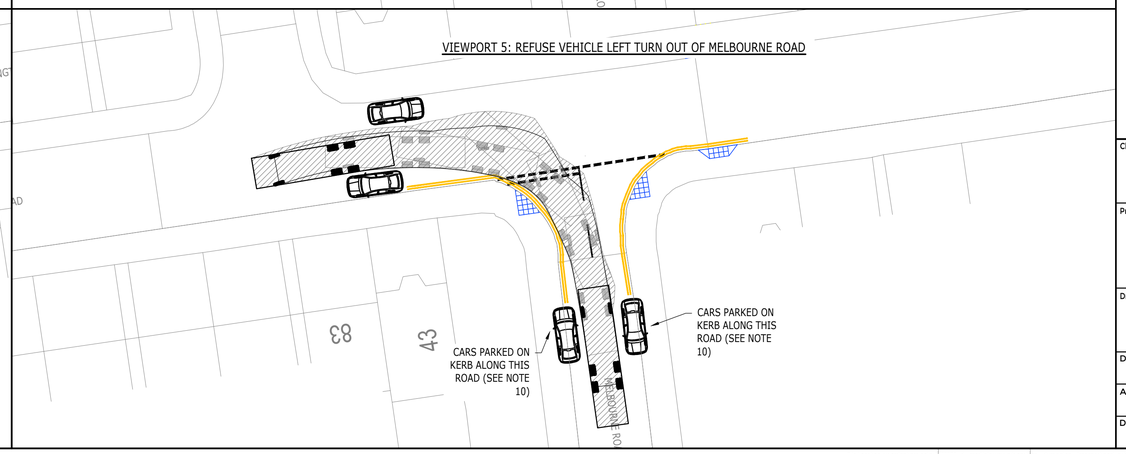
VIEWPORT 5: REFUSE VEHICLE LEFT TURN OUT OF MELBOURNE ROAD



NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
3. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
4. ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
5. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
6. ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.
7. BASED ON OS MAPPING RECIEVED FROM PROMAP ON 28.09.26.
8. SUBJECT TO DISCUSSION WITH WSCC, DETAILED DESIGN AND TOPOGRAPHICAL SURVEY.
9. ROAD MARKINGS PLOTTED INDICATIVELY BASED ON GOOGLE MAPS IMAGERY.
10. PARKED CARS SHOWN INDICATIVELY BASED ON GOOGLE MAPS IMAGERY AND LOCATION OF EXISTING DOUBLE YELLOW LINE MARKINGS.

KEY:

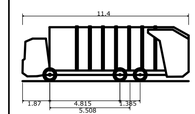
PROPOSED TACTILE PAVING

DK PROPOSED DROPPED KERB

VEHICLES USED:



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



11.4m Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.400m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

0m 2m 10m

Scale: 1:250 @ A1

Rev	Description	Drn	Chk	App	Date

Purpose: DRAFT

Status: -

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SSIP

Client: BELLWAY LTD (SOUTH LONDON)

Project Title: MARTLETS WAY, NIB AND SGN, DURRINGTON

Drawing Title: POTENTIAL OFF-SITE PEDESTRIAN IMPROVEMENTS

Drawn by	Checked by	Approved by	Revision
EN	JE	PR	-

A1 Scale	Date
1:250	OCT 2026

Drawing Number: 2505550_D-ACE-XX-XX-DR-C-0501

Appendix A

WSCC Comments

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Giles Holbrook
FROM:	WSCC – Highways Authority
DATE:	25th August 2026
LOCATION:	Land Between Sword Street And Martlets Way Worthing West Sussex
SUBJECT:	AWDM/0628/26 Full planning application for a mixed-use development comprising 123 dwellings and commercial floorspace together with associated parking, landscaping, open space and drainage [Land at Durrington Gasworks].
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

WSCC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access.

Proposals
The proposed development seeks to provide 123 dwellings served via an existing residential site and 10 commercial units served from Martlets Way. The proposals are supported by a Transport Assessment (TA) dated April 2026. The Design Team approached the LHA for pre-application advice in December 2025 a copy of which is included in the supporting TA Appendix B.

Access
Access for the residential side is as shown as to the southern access point. This is shown to be a continuation of the Phase 1 secondary road. A priority-controlled narrowing is shown with priority being given to westbound vehicles. The narrowing is shown to be 3.7m wide which allows for fire tender access but restricts two vehicles from passing each other. Forward visibility for vehicles has been demonstrated at 25 metres.

The employment parcel will be accessed from Martlets Way as an extension to the existing road into the industrial estate. The internal road network is shown to be 6.5 metres wide which is sufficient for HGV access. Beyond this point, Martlets Way connects with Mulberry Lane and currently serves the wider industrial estate.

Stage 1 Road Safety Audit (RSA)
In accordance with the adopted LHA's 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit. All matters bar 3.2.1 of the RSA have been addressed and agreed by the Designer's Response (DR). Regarding point 3.2.1 the interpretation of the DR is that this addresses the issue raised by the Auditor but because it's not formally been agreed by the DR the LHA would seek clarity on that point before having to go through our internal process. If it hasn't been, we would need a confirmation email/response from the Auditor confirming their acceptance to the Applicant's DR.

Layout and Parking

Drawing SL-01 Rev A has been assessed for comments on the layout. The following comments would be made:

• The principles of the internal layout as set out Section 3.24 of the TA are accepted.
• Parking is in accordance with the LHA's parking parameters as outlined in Section 3.37 of the TA.
• Parking dominance-this should be broken down where possible especially where spaces are next to one another over large spreads of the development.
• Raised tables on the north/south spine roads to reduce vehicle speeds has been shown in accordance with pre-application advice
• Road widths reviewed and demonstrated suitable for all vehicles
• Servicing arrangements confirmed in 3.41
• The layout has been revised to remove the 90 degree turn within the development as shown at pre-application. The latest design now shown provides a more workable solution to the previous plan.
• A pedestrian connection to Juno Close has been shown on the drawing.

Other Localised Improvements
As outlined in our pre-application comments it was suggested that some localised areas of mitigation should be investigated by the Design Team to further improve pedestrian connectivity around the immediate area.

• Investigate pedestrian crossings improvements to the South of the site such as Melbourne Avenue and Melbourne Road. These improvements could consist of junction tightening and tactile paving being added.
• Bus stop improvements-the existing bus stop on Shafetesbury Avenue could be improved and upgraded to Real Time Information or a bus shelter investigated.

The points above are acknowledged in the TA but there does not appear to be any confirmation or acknowledgement that these points have been investigated by the Design Team, therefore some clarity is required.

Network Capacity
The TRICS assessment provided is acknowledged for both residential and commercial uses. The housing mix and criteria are noted and in accordance with the likely development and as per the pre-application comments agreed by the LHA.

The TA has assessed the following junction:
• Junction 1 – Shaftsbury Avenue / Barrington Road Junction

It was advised in the pre-app discussions that the development should also assess the TA suggests the following junctions have not been assessed:
• Junction 2 –Stand Parade Roundabout
• Junction 3 – Goring Way / Mulberry Lane

Whilst the modelling shows the Shaftsbury Avenue/Barrington Road junction would continue to operate within capacity in all future year scenarios we would seek clarity that the other two junctions above have been assessed as per the pre-application advice and show no capacity impacts on the local network.

Travel Plan (TP)
The submitted travel plan is noted. The purpose of the TP will be to reduce single occupancy vehicle (sov) journeys and improve accessibility by non-car modes. This will be encouraged through a range of hard and soft measures. The TP specific measures should include; fast broadband for home working, space for delivery vehicles to reduce off site retail travel and potential publicly accessible parcel delivery/drop off point, electric vehicle charging, TP

leaflet and information on public transport, key services, walking/cycling maps, promoting car sharing and discounts with cycle shops, bus taster tickets, promote Easit network.

The applicant should note that the LHA apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Conclusion
The LHA would require the following to further assess the application:

- Stage 1 RSA point 3.2.1 addressed
- Confirmation of the localised improvements as outlined above
- Capacity testing updated to include the junctions suggested in the pre-application comments.

Jamie Brown
West Sussex County Council – Planning Services

Appendix B

Stage 1 Road Safety Audit and Designer’s Response

BELLWAY HOMES LIMITED (SOUTHERN COUNTIES)

DURRINGTON GASWORKS (ELIZABETH SQUARE PHASE 2)

DESIGNER'S RESPONSE – STAGE 1 RSA

REPORT REF. 2505550_C-ACE-XX-XX-RP-C-0104A

November 2026

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Drawings

2505550-ACE-XX-XX-DR-C-0503B Proposed Site Access Strategy

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	SS	JE	DRAFT	24.02.26
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A	2nd Issue	JE	JE JE	AB AB	06.11.26

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1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Limited (Strategic) to advise on the highways & transportation aspects of a proposed residential development on land at Durrington Gasworks, Martlets Way, Goring-by-Sea, Worthing.

1.2. The full planning application for the proposed development scheme is to be submitted to Adur and Worthing Councils (AWC) operating jointly as the Local Planning Authority, albeit the site sits within Worthing Borough Council (WBC). West Sussex County Council (WSCC) is the local highway authority responsible for the roads in the surrounding area.

1.3. The proposed site access has been subject to a Stage 1 Road Safety Audit (RSA) undertaken by an M&S Traffic, an independent third party. The Stage 1 RSA is appended to this report at **Appendix A**.

1.4. The Designer's Response is to be submitted to WSCC. Once this has been agreed and signed off by WSCC, this will then be submitted to support the ongoing planning application.

1.5. The drawings have been prepared to incorporate the findings of the RSA and also the pre-application consultation comments from WSCC. The latest access arrangement is shown at **ACE Drawing Number 2505550-ACE-XX-XX-DR-C-0503B**.

2. Designer's Response to Stage 1 Road Safety Audit

Table 2.1: Project Details

Report title:	Designer's Response – Stage 1 RSA
Date:	February 2026
Document reference and revision	2505550_C-ACE-XX-XX-RP-C-0104
Prepared by:	Ardent Consulting Engineers
On behalf of:	Bellway Homes Limited (Southern Counties)

Table 2.2: Authorisation Sheet

Project:	Durrington Gasworks (Elizabeth Square Phase 2)
Report title:	Designer's Response – Stage 1 RSA
Prepared by:	
Name:	Sam Shore
Position:	Transport Planner
Signed:	*Sam Shore*
Organisation	Ardent Consulting Engineers
Date:	23.02.26
Approved by:	
Name:	Andrew Braun
Position:	Associate Director
Signed:	*Andrew Braun*
Organisation	Ardent Consulting Engineers
Date:	23.02.26

Table 2.3: Key Personnel

Overseeing Organisation:	West Sussex County Council
RSA Team:	M&S Traffic – Mr M. Morris & Mr B. Shawyer
Design organisation:	Ardent Consulting Engineers – Mr P. Rynton & Mr S. Shore

Table 2.4: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Alternative measures accepted by Audit Team
3.1.1	Presence of a ramped table on the exit of the bend could lead to loss of control or dismount collisions for two wheeled vehicles. The proposed design appears to show a ramped table at the subsequent junction south of the proposal. Two wheeled vehicles may not be expecting the ramp to be so close to the bend and having taken an inappropriate approach line, could experience a loss of control or unmounting collision where the bend exit meets the ramp.	It is recommended that the ramped table design be reviewed to incorporate the proposed priority give way junction.	Agreed. The raised table indicated on **Drawing No 2505550-ACE-XX-XX-DR-C-0503B** formed part of the initial Phase 1 layout. As the Phase 2 scheme progresses to the detailed design stage, the surfacing treatment and provision of vertical deflection measures will be reviewed, and the extent of the raised table will be refined, extended, or omitted as appropriate. The final arrangement will be submitted for consideration as part of the Stage 2 Road Safety Audit.	Noted and accepted.

3.1.2	Ponding could lead to loss of control collisions. Drainage details have not been provided where a raised table is present to the south of the bend, and the ramp may be a barrier to surface water drainage and could lead to the creation of a low spot. A low spot could lead to ponding and possible loss of control collisions, particularly in wet or icy conditions, though it is recognised that vehicle speeds are likely to be very low. Similar ponding water on a bend is also likely to contribute to loss of control collisions	It is recommended that suitable drainage be provided at Stage 2 Safety Audit.	Agreed. Details of drainage solutions will be provided once the design progresses to the detailed design stage and will be included for consideration as part of a Stage 2 Road Safety Audit.	Noted and accepted.

3.2.1	Insufficient road space could increase the risk of head on collisions or vehicle to pedestrian collisions. The provided vehicle tracking shows that large vehicles are unable to navigate the bend without entering the opposing lane of traffic. There is concern that an insufficient carriageway width could lead to side-swipe collisions with vehicles in the opposite direction creating head on collisions, or footway over-run and possible vehicle to pedestrian collisions.	It is recommended that the design allow for large vehicles to navigate the bend without the potential of footpath overruns and with minimal opposing lane incursion.	The swept path analysis presented on **Drawing No 2505550-ACE-XX-XX-DR-C-0503B** demonstrates that a refuse vehicle can negotiate the bend without overrunning the adjacent footway. Although the manoeuvre would result in some encroachment into the opposing carriageway, the use of the bend by larger vehicles is anticipated to be infrequent and primarily limited to periodic refuse collection. As such, the scenario illustrated by the swept path is expected to occur only occasionally. Furthermore, the proposed 5.0m carriageway width, as indicated on the drawing, is considered appropriate for the anticipated traffic levels and is consistent with the guidance set out in Figure 7.1 of Manual for Streets. Appropriate forward visibility is achievable, allowing motorists to perceive oncoming vehicles during this relatively infrequent occurrence.	Noted, however, the swept path shows a pronounced deviation from the normal path to make the turns within the proposed alignments with no margin for error. Drivers unfamiliar with the area may not start the turning movements at ideal point. This could lead to footway over-run and possible vehicle to pedestrian collisions. However, it is recognised that vehicle movements and speeds are likely to be low.

3.5.1	Lack of parking restrictions could see visibility splay and sightlines compromised on approach to the bend, leading vehicles to have head on collisions or rear end shunts. No lining details were provided. A lack of parking restrictions on and around the approach to the bend could see vehicles park and obscure the forward visibility on approach to and on the bend. This could lead to vehicles having head on collisions or rear end shunts.	It is recommended that parking restrictions be provided on approach to and through the bend.	Agreed. The layout plan for both phases of the development includes both allocated parking spaces and visitor parking locations which should reduce the occurrence of on-street parking within the vicinity of the junction. However, for the avoidance of doubt, parking restrictions in the form of double yellow lines drawn to Traffic Signs Manual Diagram 1018.1 have been included within **Drawing No 2505550-ACE-XX-XX-DR-C-0503B**.	Noted and accepted.
3.5.2	Lack of parking restrictions could lead to side swipe collisions. No lining details were provided. A lack of parking restrictions on and around the approach to the narrow give way section could see parked vehicles compromising forward visibility, leading to an increased risk of side swipes between moving and stationary vehicles.	It is recommended that parking restrictions be provided on the approach to and through the narrowed section of Sword Street.	Agreed. The layout plan for both phases of the development includes both allocated parking spaces and visitor parking locations which should reduce the occurrence of on-street parking within the vicinity of the junction. However, for the avoidance of doubt, parking restrictions in the form of double yellow lines drawn to Traffic Signs Manual Diagram 1018.1 have been included within **Drawing No 2505550-ACE-XX-XX-DR-C-0503B**.	Noted and accepted.

3.5.3	Lack of appropriate signage could see confusion from drivers approaching from the east, potentially creating head on collision or rear end shunts. No signage details were provided, where only lining is provided for the eastbound traffic. Vehicles approaching the priority working system may be confused due to the lack of signage approaching the narrowing increasing the risk of a head on collision due to misinterpretation of the opposing traffic's approach behaviour.	It is recommended that appropriate signing be used to inform drivers of priority working system.	Agreed. Upon progression to the detailed design stage, signage to Traffic Signs Manual Diagrams 615 and 811A will be considered and will be included for consideration as part of a Stage 2 Road Safety Audit.	Noted and accepted.
3.5.4	Inappropriate warning of the buildout could lead to kerb strikes and loss of control collisions. A narrowed give way section is proposed; however, there is no proposed warning signage on the buildouts. Inappropriate warning of the buildout could lead to kerb strikes and loss of control collisions.	It is recommended that reflective bollards be installed on the buildouts.	Agreed. The precise locations of the reflective bollards on the buildouts will be determined at the detailed design stage. Their positioning will be selected to provide motorists with appropriate advance warning of the buildout features and associated carriageway narrowing, while minimising any adverse impact on effective footway width.	Noted and accepted.

Table 2.5: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**	
Name:	Andrew Braun
Position:	Associate Director
Signed:	*Andrew Braun*
Organisation	Ardent Consulting Engineers
Date:	27.02.2026

Table 2.6: Overseeing Organisation Statement

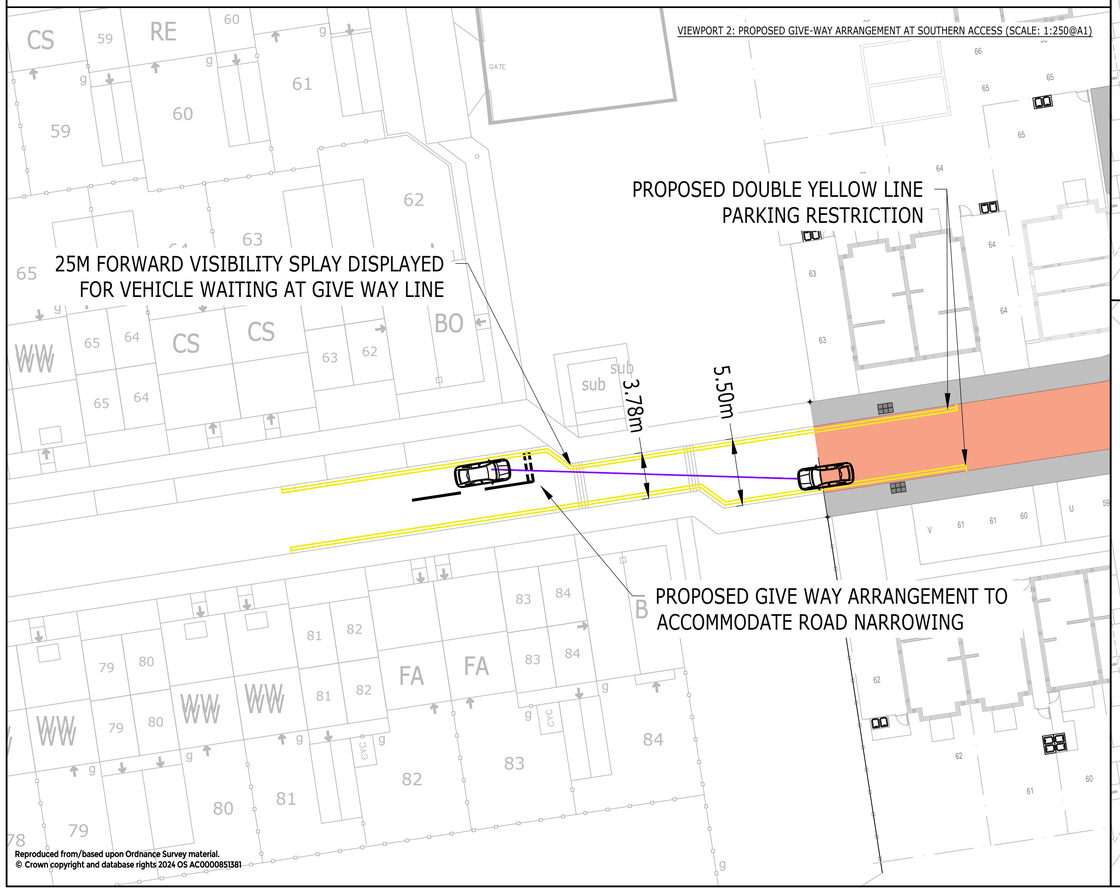
On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	Bryan Shawyer
Position:	Audit Team Leader
Signed:	
Organisation	M&S Traffic Ltd
Date:	10/10/2026

Drawings

VIEWPORT 1: LOCATIONS OF CONNECTIONS FROM ADJACENT PARCEL (SCALE: 1:1000@A1)



VIEWPORT 2: PROPOSED GIVE-WAY ARRANGEMENT AT SOUTHERN ACCESS (SCALE: 1:250@A1)



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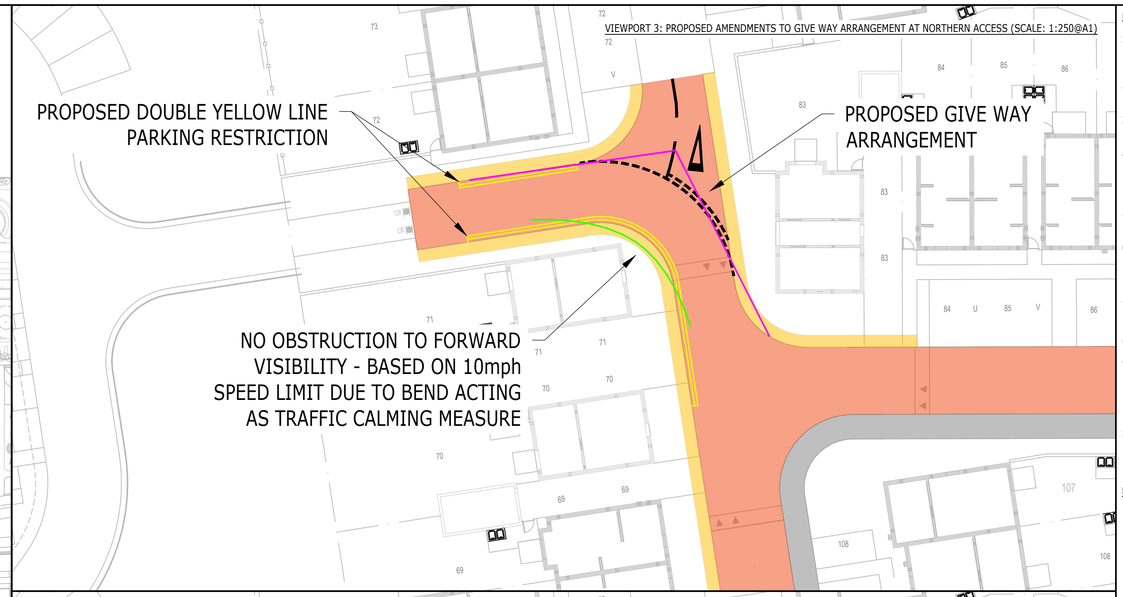
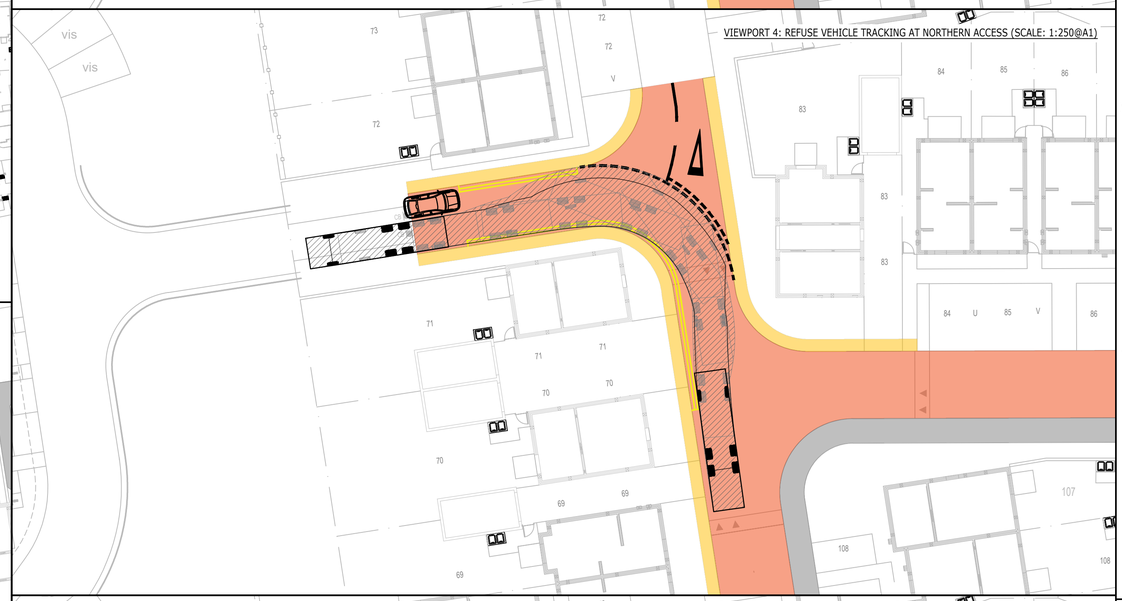
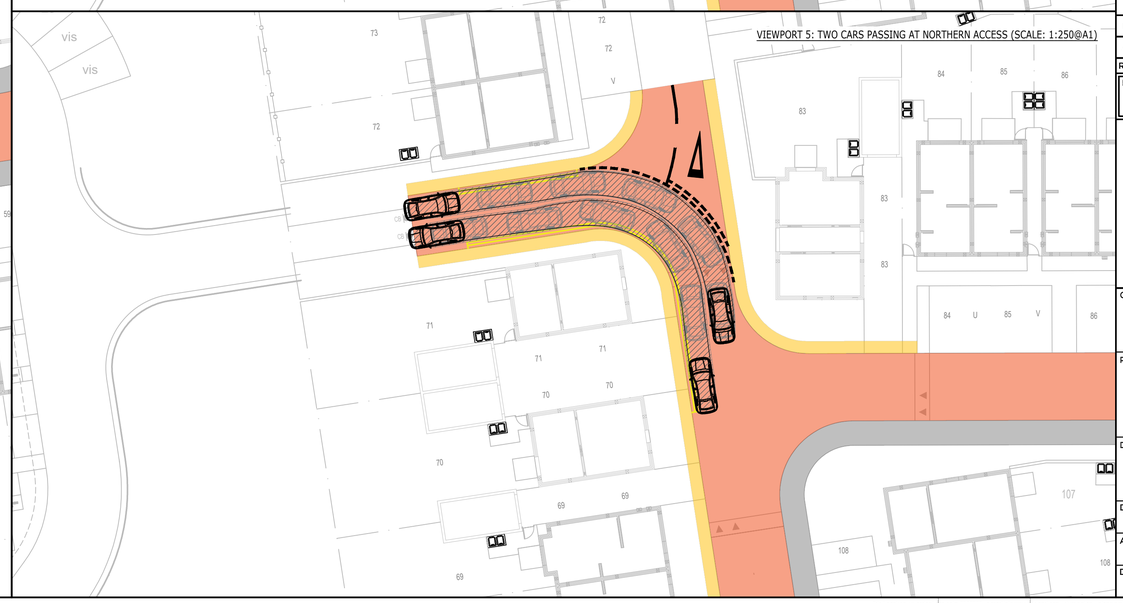
VIEWPORT 3: PROPOSED AMENDMENTS TO GIVE WAY ARRANGEMENT AT NORTHERN ACCESS (SCALE: 1:250@A1)



VIEWPORT 4: REFUSE VEHICLE TRACKING AT NORTHERN ACCESS (SCALE: 1:250@A1)



VIEWPORT 5: TWO CARS PASSING AT NORTHERN ACCESS (SCALE: 1:250@A1)



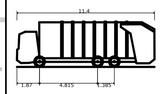
NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
3. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
4. ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
5. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
6. ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.
7. SITE BOUNDARY PLOTTED IN LINE WITH PLANS RECEIVED FROM BELLWAY HOMES LTD.
8. SUBJECT TO AGREEMENT WITH WBC / WSCC.
9. SHARED SURFACE ARRANGEMENTS TEND TO BE ACCEPTABLE IN SCENARIOS WHERE LESS THAN 100 VEHICLES PER HOUR UTILISE THE ROUTE (PARA 7.2.14, MFS). HENCE, IT IS EXPECTED THAT THIS WOULD BE THE CASE IN THIS INSTANCE BUT WOULD NEED TO BE DISCUSSED WITH WSCC ACCORDINGLY.
10. EXTENT OF ADOPTION FOR ADJACENT SCHEME TAKEN FROM S38 MASTER AGREEMENT PLAN PREPARED BY ATCN CONSULTING (DRAWING REF. K43058-ATCN-90-ZZ-DR-C-2328 P4).

KEY:

- SITE BOUNDARY
- 2.4m x 17m JUNCTION VISIBILITY SPLAY (15mph)
- 25m FORWARD VISIBILITY SPLAY (20mph)
- 11m FORWARD VISIBILITY SPLAY (10mph)
- S38 CARRIAGEWAY
- S38 FOOTWAY
- EASEMENT

VEHICLES USED:



11.4m Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.400m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Skoda Octavia

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Rev	Description	Drn	Chk	App	Date
B	UPDATED LAYOUT	JE	JE	PR	29.04.26
A	IN RESPONSE TO STAGE 1 RSA	SS	JE	AB	23.02.26

Purpose: PRELIMINARY

Status: -

ARDENT CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY
Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JE
Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

smas worksafe consultant www.smasltd.com
SSIP

Client: BELLWAY LTD (SOUTH LONDON)

Project Title: MARTLETS WAY, NIB AND SGN - DURRINGTON

Drawing Title: PROPOSED SITE ACCESS STRATEGY - RESIDENTIAL PARCEL

Drawn by	Checked by	Approved by	Revision
SL	SL	PR	B

A1 Scale	Date
AS SHOWN	NOV 2025

Drawing Number: 2505550-ACE-XX-XX-DR-C-0503

Appendix A

Stage 1 Road Safety Audit

M & S Traffic

Road Safety Audit Stage 1

Elizabeth Square development

Goring-by-sea

West Sussex

Date: February 2026

Report produced for: Ardent Consulting Engineers

Report produced by: M & S Traffic

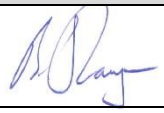
Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Company Reg. No. 06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Ardent Consulting Engineers. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Report Title:	Martlets Way, NIB and SGN - Durrington Road Safety Audit Stage 1
Document reference:	ARD/26/2505550/ES/1/AA
Prepared by:	M & S Traffic
On behalf of:	West Sussex County Council

Record of Issue

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
1	Bryan Shawyer	Alex Allen		6th February 2026

Distribution

Organisation	Contact	Copies
Ardent Consulting Engineers	Joe Earp	-
Ardent Consulting Engineers	Paul Rynton	-

CONTENTS

Document Control Sheet		2
Contents		3
1	Introduction	4
2	Safety issues raised at previous Audits	5
3	Items raised at the Stage 1 Audit	6
4	Auditor Team Statement	9

Appendix A……. List of drawings

Appendix B……. Comment location drawing

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed road layout changes within the partially complete Elizabeth Square development, north of Barrington Way, Goring-by-Sea, pertaining to access strategy. These consisted of:

- Priority give way over narrowed road table on Sword Street.
- Change of priority at existing give way junction to the north west of the development.

The Audit was requested by the design organisation, Ardent Consulting Engineers, Third Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE on behalf of West Sussex County Council, as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

Audit Team Leader
Bryan Shawyer, B.Eng. (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Audit Team Member
Alex Allen, AMIHE
RoSPA Cert. of Professional Competency

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in January 2026 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site of the proposed scheme was undertaken on the 28th January 2026 between 13:45 and 14:30. Weather conditions at the time were fine and the road surface was dry. Traffic flows and free flow speeds were low where construction was on-going. There were no pedestrian or cycle movements observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standard.

1.7 All comments and recommendations are referenced to the detailed drawings, and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Proposed priority give way changes to northwest of the development.

Summary: Presence of a ramped table on the exit of the bend could lead to loss of control or dismount collisions for two wheeled vehicles.

The proposed design appears to show a ramped table at the subsequent junction south of the proposal. Two wheeled vehicles may not be expecting the ramp to be so close to the bend and having taken an inappropriate approach line, could experience a loss of control or unmounting collision where the bend exit meets the ramp.

RECOMMENDATION

It is recommended that the ramped table design be reviewed to incorporate the proposed priority give way junction.

3.1.2 PROBLEM

Location: Proposed priority give way changes to northwest of the development.

Summary: Ponding could lead to loss of control collisions.

Drainage details have not been provided where a raised table is present to the south of the bend, and the ramp may be a barrier to surface water drainage and could lead to the creation of a low spot. A low spot could lead to ponding and possible loss of control collisions, particularly in wet or icy conditions, though it is recognised that vehicle speeds are likely to be very low. Similar ponding water on a bend is also likely to contribute to loss of control collisions

RECOMMENDATION

It is recommended that suitable drainage be provided at Stage 2 Safety Audit.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Proposed priority give way changes to northwest of development.

Summary: Insufficient road space could increase the risk of head on collisions or vehicle to pedestrian collisions.

The provided vehicle tracking shows that large vehicles are unable to navigate the bend without entering the opposing lane of traffic. There is concern that an insufficient carriageway width could lead to side-swipe collisions with vehicles in the opposite direction creating head on collisions, or footway over-run and possible vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that the design allow for large vehicles to navigate the bend without the potential of footpath overruns and with minimal opposing lane incursion.

3.3 Junctions

3.3.1 No problems were identified in this category at this Stage 1 Road Safety Audit.

3.4 Non-Motorised User (NMU) Provision

3.4.1 No problems were identified in this category at this Stage 1 Road Safety Audit.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 PROBLEM

Location: Proposed priority give way changes to northwest of development.

Summary: Lack of parking restrictions could see visibility splay and sightlines compromised on approach to the bend, leading vehicles to have head on collisions or rear end shunts.

No lining details were provided. A lack of parking restrictions on and around the approach to the bend could see vehicles park and obscure the forward visibility on approach to and on the bend. This could lead to vehicles having head on collisions or rear end shunts.

RECOMMENDATION

It is recommended that parking restrictions be provided on approach to and through the bend.

3.5.2 **PROBLEM**

Location: Proposed priority working system on Sword Street.

Summary: Lack of parking restrictions could lead to side swipe collisions.

No lining details were provided. A lack of parking restrictions on and around the approach to the narrow give way section could see parked vehicles compromising forward visibility, leading to an increased risk of side swipes between moving and stationary vehicles.

RECOMMENDATION

It is recommended that parking restrictions be provided on the approach to and through the narrowed section of Sword Street.

3.5.3 **PROBLEM**

Location: Proposed priority working system on Sword Street.

Summary: Lack of appropriate signage could see confusion from drivers approaching from the east, potentially creating head on collision or rear end shunts.

No signage details were provided, where only lining is provided for the eastbound traffic. Vehicles approaching the priority working system may be confused due to the lack of signage approaching the narrowing increasing the risk of a head on collision due to misinterpretation of the opposing traffic's approach behaviour.

RECOMMENDATION

It is recommended that appropriate signing be used to inform drivers of priority working system.

3.5.4 **PROBLEM**

Location: Proposed priority working system on Sword Street.

Summary: Inappropriate warning of the buildout could lead to kerb strikes and loss of control collisions.

A narrowed give way section is proposed; however, there is no proposed warning signage on the buildouts. Inappropriate warning of the buildout could lead to kerb strikes and loss of control collisions.

RECOMMENDATION

It is recommended that reflective bollards be installed on the buildouts.

4 AUDITOR TEAM STATEMENT

4.1 We certify that this audit has been undertaken in accordance with GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 06/02/2026

Audit Team Member

Alex Allen, AMIE
RoSPA Cert. of Professional Competency

Signed:  Date: 06/02/2026

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32 Hamelin Road
Gillingham
Kent ME7 3EX

 +44 (0) 1634 307 498

 contact@mstraffic.co.uk

 www.mstraffic.co.uk

APPENDIX A

List of drawings and documentation submitted for auditing:

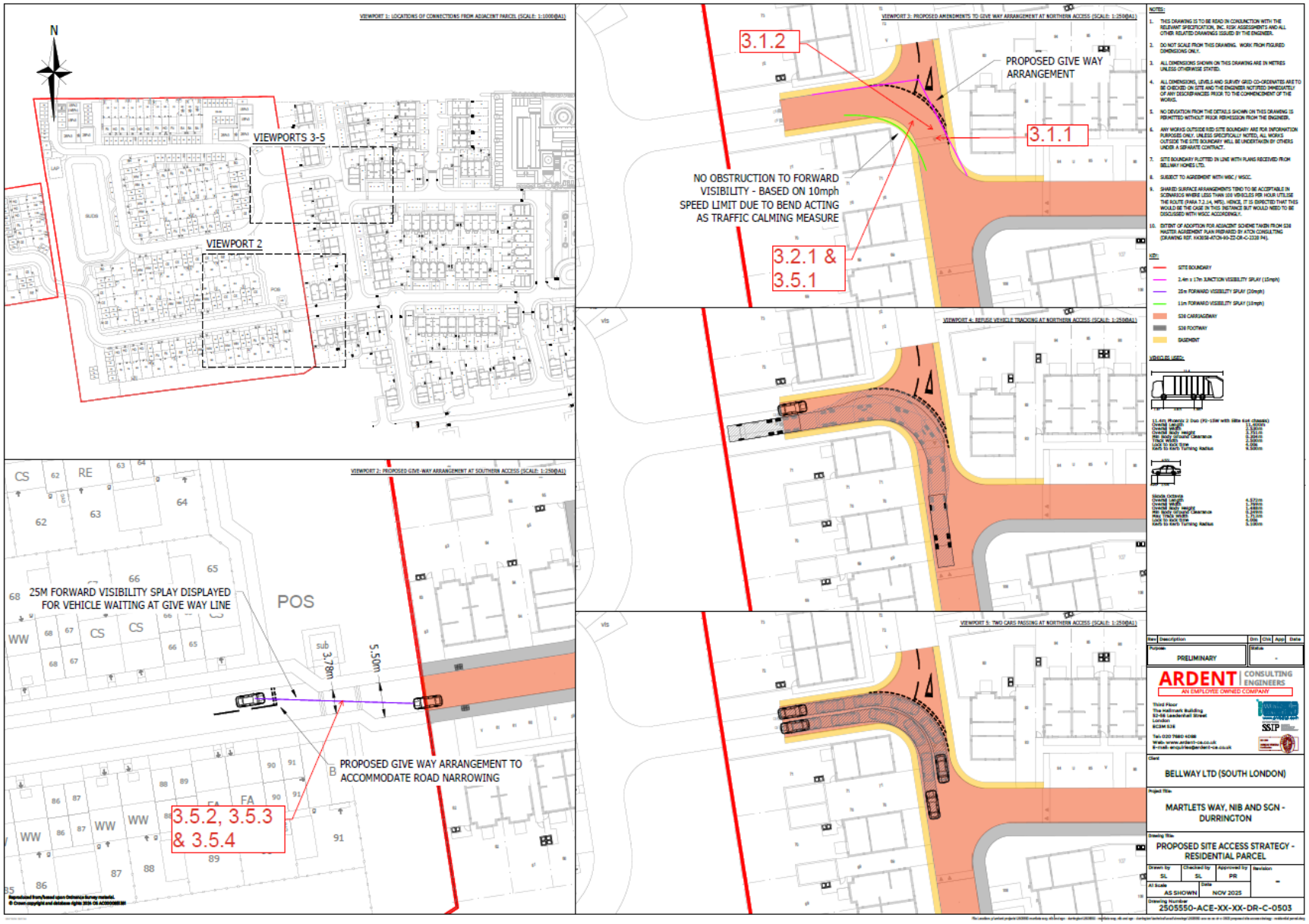
Drawing Number	Title
2505550-ACE-XX-XX-DR-C-0503	PROPOSED SITE ACCESS STRATEGY - RESIDENTIAL PARCEL

Supporting documentation:

- Covering emails, Ardent Consulting Engineers.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).


VIEWPORT 1: LOCATIONS OF CONNECTIONS FROM ADJACENT PARCEL (SCALE: 1:1000@A1)
N
VIEWPORTS 3-5
VIEWPORT 2
VIEWPORT 2: PROPOSED GIVE-WAY ARRANGEMENT AT SOUTHERN ACCESS (SCALE: 1:250@A1)
25M FORWARD VISIBILITY SPLAY DISPLAYED FOR VEHICLE WAITING AT GIVE WAY LINE
POS
3.78m
5.50m
PROPOSED GIVE WAY ARRANGEMENT TO ACCOMMODATE ROAD NARROWING
3.5.2, 3.5.3 & 3.5.4
VIEWPORT 3: PROPOSED AMENDMENTS TO GIVE WAY ARRANGEMENT AT NORTHERN ACCESS (SCALE: 1:250@A1)
3.1.2
PROPOSED GIVE WAY ARRANGEMENT
3.1.1
NO OBSTRUCTION TO FORWARD VISIBILITY - BASED ON 10mph SPEED LIMIT DUE TO BEND ACTING AS TRAFFIC CALMING MEASURE
3.2.1 & 3.5.1
VIEWPORT 4: REFUSE VEHICLE TRACKING AT NORTHERN ACCESS (SCALE: 1:250@A1)
VIEWPORT 5: TWO CARS PASSING AT NORTHERN ACCESS (SCALE: 1:250@A1)
NOTES:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
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8. SUBJECT TO AGREEMENT WITH WSCC / WSCC.
9. SHARED SURFACE ARRANGEMENTS TEND TO BE ACCEPTABLE IN SCENARIOS WHERE LESS THAN 100 VEHICLES PER HOUR UTILISE THE ROUTE (PARA 7.2.14, MfS). HENCE, IT IS EXPECTED THAT THIS WOULD BE THE CASE IN THIS INSTANCE BUT WOULD NEED TO BE DISCUSSED WITH WSCC ACCORDINGLY.
10. EXTENT OF ADOPTION FOR ADJACENT SCHEME TAKEN FROM S38 MASTER AGREEMENT PLAN PREPARED BY ATCH CONSULTING (DRAWING REF. HA3658-ATCH-XX-ZZ-DR-C-2320 P4).
KEY:
SITE BOUNDARY
2.4m x 17m JUNCTION VISIBILITY SPLAY (15mph)
25m FORWARD VISIBILITY SPLAY (20mph)
11m FORWARD VISIBILITY SPLAY (10mph)
S38 CARRIAGEWAY
S38 FOOTWAY
EASEMENT
VEHICLES USED:
PRELIMINARY
ARDENT CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY
Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JX
Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk
Client
BELLWAY LTD (SOUTH LONDON)
Project Title
MARTLETS WAY, NIB AND SGN - DURRINGTON
Drawing Title
PROPOSED SITE ACCESS STRATEGY - RESIDENTIAL PARCEL
Drawn by SL
Checked by SL
Approved by PR
Revision -
At Scale AS SHOWN
Date NOV 2025
Drawing Number
2505550-ACE-XX-XX-DR-C-0503

Appendix C

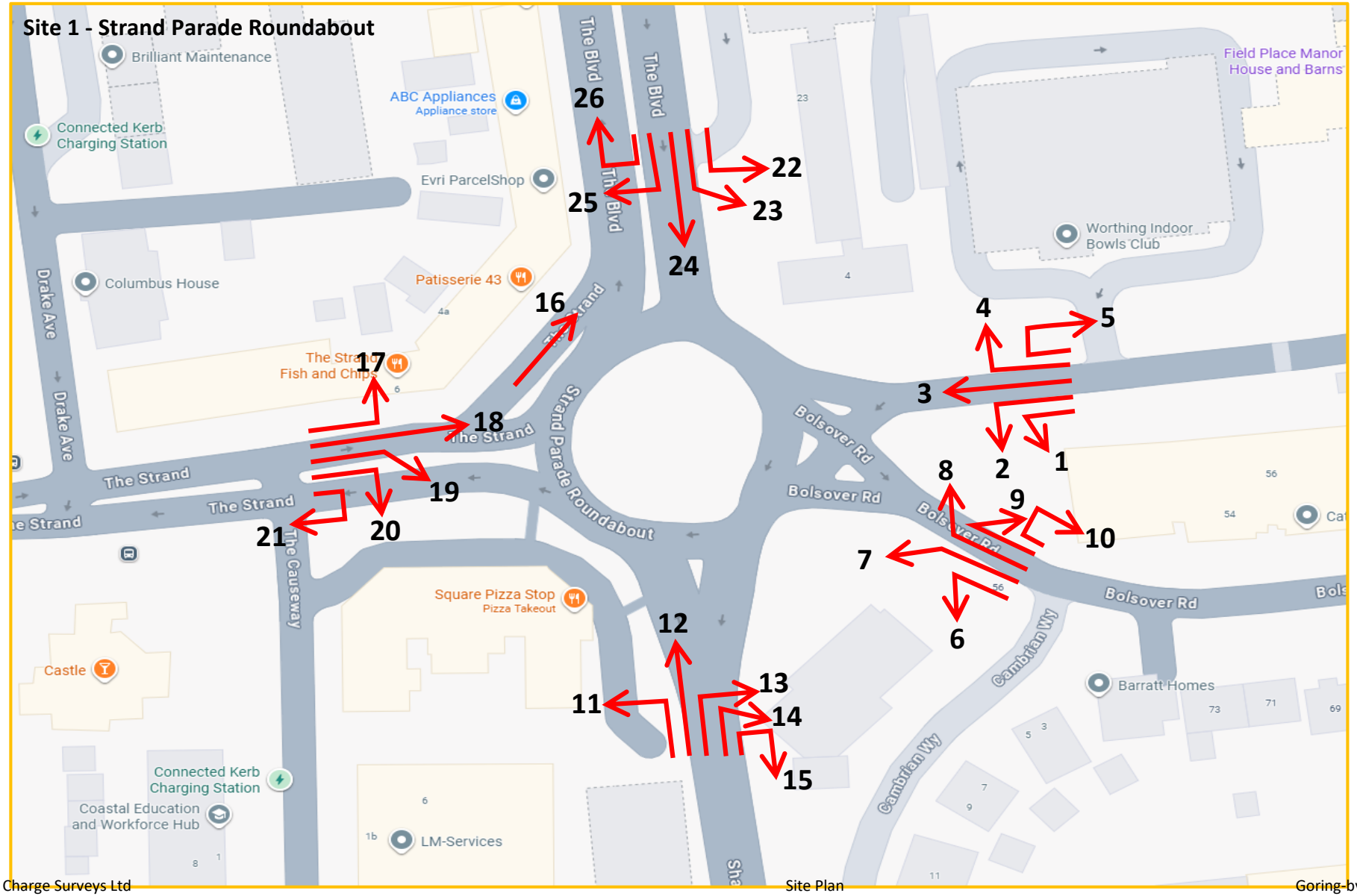
Survey Data – Strand Parade Roundabout

Site: Site 1 - Strand Parade Roundabout

Location: Goring-by-Sea, BN12 6BS

Date: Thursday 8th October 2026

Time: 07:00-10:00 & 16:00-19:00



CHARGE SURVEYS

Site: Site 1 - Strand Parade Roundabout

Location: Goring-by-Sea, BN12 6BS

Date: Thursday 8th October 2026

Time: 07:00-10:00 & 16:00-19:00

Site 1 - Strand Parade Roundabout (07:00-10:00) AM Peak

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3									MOVEMENT 4									MOVEMENT 5								
	FROM UNNAMED ROAD (EAST) LEFT TURN TO BOLSOVER ROAD (SE)									FROM UNNAMED ROAD (EAST) LEFT TURN TO SHAFTESBURY AVENUE (SOUTH)									FROM UNNAMED ROAD (EAST) STRAIGHT AHEAD TO THE STRAND (WEST)									FROM UNNAMED ROAD (EAST) RIGHT TURN TO THE BOULEVARD (NORTH)									FROM UNNAMED ROAD (EAST) U-TURN BACK TO UNNAMED ROAD (EAST)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0715-0730	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00	2	1	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	1	1	0	0	0	0	2	2.50	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0815-0830	1	0	0	0	0	0	0	1	1.00	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00	4	0	0	0	0	0	0	4	4.00	2	0	0	0	0	0	0	2	2.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0845-0900	1	0	0	0	0	1	0	2	1.40	2	0	0	0	0	0	0	2	2.00	2	0	0	0	0	0	0	2	2.00	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
0900-0915	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
0915-0930	2	0	0	0	0	0	0	2	2.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0945-1000	1	0	0	0	0	0	0	1	1.00	10	0	0	0	0	0	0	10	10.00	3	0	0	0	0	0	0	3	3.00	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
0700-1000	**6**	**2**	**1**	**0**	**0**	**1**	**0**	**10**	**9.90**	**27**	**2**	**0**	**0**	**0**	**0**	**0**	**29**	**29.00**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**7.00**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**16**	**16.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
0700-0800	0	2	1	0	0	0	0	3	3.50	3	2	0	0	0	0	0	5	5.00	0	0	0	0	0	0	0	0	0.00	1	1	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0715-0815	0	2	1	0	0	0	0	3	3.50	4	2	0	0	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00	1	1	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0730-0830	1	1	1	0	0	0	0	3	3.50	7	2	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00	1	1	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0745-0845	1	1	1	0	0	0	0	3	3.50	9	1	0	0	0	0	0	10	10.00	2	0	0	0	0	0	0	2	2.00	1	1	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0800-0900	2	0	0	0	0	1	0	3	2.40	11	0	0	0	0	0	0	11	11.00	4	0	0	0	0	0	0	4	4.00	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
0815-0915	3	0	0	0	0	1	0	4	3.40	9	0	0	0	0	0	0	9	9.00	4	0	0	0	0	0	0	4	4.00	8	0	0	0	0	0	0	8	8.00	0	0	0	0	0	0	0	0	0.00
0830-0930	4	0	0	0	0	1	0	5	4.40	8	0	0	0	0	0	0	8	8.00	4	0	0	0	0	0	0	4	4.00	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
0845-0945	4	0	0	0	0	1	0	5	4.40	5	0	0	0	0	0	0	5	5.00	2	0	0	0	0	0	0	2	2.00	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
0900-1000	4	0	0	0	0	0	0	4	4.00	13	0	0	0	0	0	0	13	13.00	3	0	0	0	0	0	0	3	3.00	10	0	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00

Site 1 - Strand Parade Roundabout (16:00-19:00) PM Peak

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3									MOVEMENT 4									MOVEMENT 5								
	FROM UNNAMED ROAD (EAST) LEFT TURN TO BOLSOVER ROAD (SE)									FROM UNNAMED ROAD (EAST) LEFT TURN TO SHAFTESBURY AVENUE (SOUTH)									FROM UNNAMED ROAD (EAST) STRAIGHT AHEAD TO THE STRAND (WEST)									FROM UNNAMED ROAD (EAST) RIGHT TURN TO THE BOULEVARD (NORTH)									FROM UNNAMED ROAD (EAST) U-TURN BACK TO UNNAMED ROAD (EAST)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	4	0	0	0	0	0	0	4	4.00	6	0	0	0	0	0	1	7	6.20	1	0	0	0	0	0	0	1	1.00	13	0	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
1615-1630	2	0	0	0	0	0	0	2	2.00	2	0	0	0	0	0	0	2	2.00	1	0	0	0	0	0	0	1	1.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1630-1645	1	0	0	0	0	0	0	1	1.00	3	0	0	0	0	0	0	3	3.00	1	0	0	0	0	0	0	1	1.00	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00	5	1	0	0	0	0	0	6	6.00	2	0	0	0	0	0	0	2	2.00	10	0	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00
1700-1715	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00	3	0	0	0	0	0	0	3	3.00	1	0	0	0	0	0	0	1	1.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1815-1830	1	0	0	0	0	0	0	1	1.00	3	0	0	0	0	0	0	3	3.00	2	1	0	0	0	0	0	3	3.00	5	0	0	0	0	0	0	5	5.00	0	0	0	0	0	0	0	0	0.00
1830-1845	3	0	0	0	0	0	0	3	3.00	5	0	0	0	0	0	0	5	5.00	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
1600-1900	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**12.00**	**29**	**2**	**0**	**0**	**0**	**0**	**1**	**32**	**31.20**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**9.00**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**44.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1600-1700	7	0	0	0	0	0	0	7	7.00	16	1	0	0	0	0	1	18	17.20	5	0	0	0	0	0	0	5	5.00	29	0	0	0	0	0	0	29	29.00	0	0	0	0	0	0	0	0	0.00
1615-1715	4	0	0	0	0	0	0	4	4.00	10	1	0	0	0	0	0	11	11.00	4	0	0	0	0	0	0	4	4.00	17	0	0	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00
1630-1730	2	0	0	0	0	0	0	2	2.00	8	2	0	0	0	0	0	10	10.00	3	0	0	0	0	0	0	3	3.00	16	0	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00
1645-1745	1	0	0	0	0	0	0	1	1.00	5	2	0	0	0	0	0	7	7.00	2	0	0	0	0	0	0	2	2.00	13	0	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
1700-1800	1	0	0	0	0	0	0	1	1.00	1	1	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00	4	1	0	0	0	0	0	5	5.00	1	0	0	0	0	0	0	1	1.00	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
1730-1830	1	0	0	0	0	0	0	1	1.00	7	0	0	0	0	0	0	7	7.00	3	1	0	0	0	0	0	4	4.00	8	0	0	0	0	0	0	8	8.00	0	0	0	0	0	0	0	0	0.00
1745-1845	4	0	0	0	0	0	0	4	4.00	12	0	0	0	0	0	0	12	12.00	3	1	0	0	0	0	0	4	4.00	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
1800-1900	4	0	0	0	0	0	0	4	4.00	12	0	0	0	0	0	0	12	12.00	3	1	0	0	0	0	0	4	4.00	11	0	0	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00

CHARGE SURVEYS

Site: Site 1 - Strand Parade Roundabout

Location: Goring-by-Sea, BN12 6BS

Date: Thursday 8th October 2026

Time: 07:00-10:00 & 16:00-19:00

Site 1 - Strand Parade Roundabout (07:00-10:00) AM Peak

	MOVEMENT 6									MOVEMENT 7									MOVEMENT 8									MOVEMENT 9									MOVEMENT 10								
	FROM BOLSOVER ROAD (SE) LEFT TURN TO SHAFTESBURY AVENUE (SOUTH)									FROM BOLSOVER ROAD (SE) LEFT TURN TO THE STRAND (WEST)									FROM BOLSOVER ROAD (SE) RIGHT TURN TO THE BOULEVARD (NORTH)									FROM BOLSOVER ROAD (SE) RIGHT TURN TO UNNAMED ROAD (EAST)									FROM BOLSOVER ROAD (SE) U-TURN BACK TO BOLSOVER ROAD (SE)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	1	0	0	0	0	0	0	1	1.00	2	0	0	0	0	0	0	2	2.00	5	3	0	0	0	0	0	8	8.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0715-0730	6	1	0	0	0	0	0	7	7.00	3	0	0	0	0	0	0	3	3.00	8	2	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0745	9	1	0	0	0	0	0	10	10.00	4	0	1	0	0	0	0	5	5.50	13	0	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0745-0800	25	1	0	0	0	0	0	26	26.00	1	1	0	0	0	0	1	3	2.20	8	1	1	0	0	0	0	10	10.50	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0800-0815	33	2	0	0	0	0	1	36	35.20	6	0	0	0	0	0	1	7	6.20	12	0	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0815-0830	55	0	1	0	0	0	0	56	56.50	6	2	0	0	0	0	0	8	8.00	5	0	0	0	0	0	0	5	5.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0830-0845	20	2	1	0	0	0	0	23	23.50	6	0	0	0	0	0	0	6	6.00	9	0	0	0	0	0	0	9	9.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0845-0900	19	0	0	0	0	0	0	19	19.00	3	1	0	0	0	0	0	4	4.00	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0900-0915	9	0	0	0	0	0	0	9	9.00	4	0	0	0	0	0	0	4	4.00	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0915-0930	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00	7	1	0	0	0	0	0	8	8.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0930-0945	4	1	0	0	0	0	1	6	5.20	1	0	0	0	0	0	0	1	1.00	8	0	0	0	0	0	0	8	8.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0945-1000	8	3	0	0	0	0	0	11	11.00	2	0	0	0	0	0	0	2	2.00	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0700-1000	**192**	**11**	**2**	**0**	**0**	**0**	**2**	**207**	**206.40**	**38**	**4**	**1**	**0**	**0**	**0**	**2**	**45**	**43.90**	**97**	**7**	**1**	**0**	**0**	**0**	**0**	**105**	**105.50**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
0700-0800	41	3	0	0	0	0	0	44	44.00	10	1	1	0	0	0	1	13	12.70	34	6	1	0	0	0	0	41	41.50	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0715-0815	73	5	0	0	0	0	1	79	78.20	14	1	1	0	0	0	2	18	16.90	41	3	1	0	0	0	0	45	45.50	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0830	122	4	1	0	0	0	1	128	127.70	17	3	1	0	0	0	2	23	21.90	38	1	1	0	0	0	0	40	40.50	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0745-0845	133	5	2	0	0	0	1	141	141.20	19	3	0	0	0	0	2	24	22.40	34	1	1	0	0	0	0	36	36.50	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0800-0900	127	4	2	0	0	0	1	134	134.20	21	3	0	0	0	0	1	25	24.20	35	0	0	0	0	0	0	35	35.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0815-0915	103	2	2	0	0	0	0	107	108.00	19	3	0	0	0	0	0	22	22.00	27	0	0	0	0	0	0	27	27.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0830-0930	51	2	1	0	0	0	0	54	54.50	13	1	0	0	0	0	0	14	14.00	29	1	0	0	0	0	0	30	30.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0845-0945	35	1	0	0	0	0	1	37	36.20	8	1	0	0	0	0	0	9	9.00	28	1	0	0	0	0	0	29	29.00	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
0900-1000	24	4	0	0	0	0	1	29	28.20	7	0	0	0	0	0	0	7	7.00	28	1	0	0	0	0	0	29	29.00	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00

Site 1 - Strand Parade Roundabout (16:00-19:00) PM Peak

	MOVEMENT 6									MOVEMENT 7									MOVEMENT 8									MOVEMENT 9									MOVEMENT 10								
	FROM BOLSOVER ROAD (SE) LEFT TURN TO SHAFTESBURY AVENUE (SOUTH)									FROM BOLSOVER ROAD (SE) LEFT TURN TO THE STRAND (WEST)									FROM BOLSOVER ROAD (SE) RIGHT TURN TO THE BOULEVARD (NORTH)									FROM BOLSOVER ROAD (SE) RIGHT TURN TO UNNAMED ROAD (EAST)									FROM BOLSOVER ROAD (SE) U-TURN BACK TO BOLSOVER ROAD (SE)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	9	0	1	0	0	0	0	10	10.50	0	1	0	0	0	0	2	3	1.40	9	0	0	0	0	0	0	9	9.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1615-1630	15	1	0	0	0	0	0	16	16.00	4	0	0	0	0	0	1	5	4.20	10	1	1	0	0	0	0	12	12.50	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1630-1645	6	1	0	0	0	0	0	7	7.00	4	0	0	0	0	0	0	4	4.00	6	1	0	0	0	0	0	7	7.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1645-1700	8	0	0	0	0	0	0	8	8.00	1	2	0	0	0	0	0	3	3.00	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1700-1715	13	0	0	0	0	1	0	14	13.40	4	0	0	0	0	0	0	4	4.00	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1715-1730	13	1	0	0	0	0	0	14	14.00	2	0	0	0	0	0	1	3	2.20	13	0	0	0	0	0	0	13	13.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1730-1745	10	1	0	0	0	0	0	11	11.00	1	0	0	0	0	0	0	1	1.00	5	1	0	0	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1745-1800	6	1	0	0	0	0	0	7	7.00	3	1	0	0	0	0	0	4	4.00	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1800-1815	6	0	0	0	0	0	0	6	6.00	4	0	0	0	0	0	0	4	4.00	6	0	0	0	0	1	0	7	6.40	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1815-1830	9	0	0	0	0	0	0	9	9.00	8	0	0	0	0	0	0	8	8.00	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1830-1845	3	0	0	0	0	0	0	3	3.00	5	0	0	0	0	0	0	5	5.00	9	0	0	0	0	0	0	9	9.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1845-1900	4	0	0	0	0	0	0	4	4.00	3	0	0	0	0	0	0	3	3.00	6	0	0	0	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1600-1900	**102**	**5**	**1**	**0**	**0**	**1**	**0**	**109**	**108.90**	**39**	**4**	**0**	**0**	**0**	**0**	**4**	**47**	**43.80**	**95**	**3**	**1**	**0**	**0**	**1**	**0**	**100**	**99.90**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5.00**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2.00**
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1600-1700	38	2	1	0	0	0	0	41	41.50	9	3	0	0	0	0	3	15	12.60	29	2	1	0	0	0	0	32	32.50	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1615-1715	42	2	0	0	0	1	0	45	44.40	13	2	0	0	0	0	1	16	15.20	29	2	1	0	0	0	0	32	32.50	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1630-1730	40	2	0	0	0	1	0	43	42.40	11	2	0	0	0	0	1	14	13.20	32	1	0	0	0	0	0	33	33.00	2	0	0	0	0	0	0	2	2.00	1	0	0	0	0	0	0	1	1.00
1645-1745	44	2	0	0	0	1	0	47	46.40	8	2	0	0	0	0	1	11	10.20	31	1	0	0	0	0	0	32	32.00	2	0	0	0	0	0	0	2	2.00	1	0	0	0	0	0	0	1	1.00
1700-1800	42	3	0	0	0	1	0	46	45.40	10	1	0	0	0	0	1	12	11.20	36	1	0	0	0	0	0	37	37.00	2	0	0	0	0	0	0	2	2.00	1	0	0	0	0	0	0	1	1.00
1715-1815	35	3	0	0	0	0	0	38	38.00	10	1	0	0	0	0	1	12	11.20	33	1	0	0	0	1	0	35	34.40	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
1730-1830	31	2	0	0	0	0	0	33	33.00	16	1	0	0	0	0	0	17	17.00	29	1	0	0	0	1	0	31	30.40	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1745-1845	24	1	0	0	0	0	0	25	25.00	20	1	0	0	0	0	0	21	21.00	33	0	0	0	0	1	0	34	33.40	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1800-1900	22	0	0	0	0	0	0	22	22.00	20	0	0	0	0	0	0	20	20.00	30	0	0	0	0	1	0	31	30.40	2	0	0	0	0	0	0	2	2.00	1	0	0	0	0	0	0	1	1.00

CHARGE SURVEYS

Site: Site 1 - Strand Parade Roundabout

Location: Goring-by-Sea, BN12 6BS

Date: Thursday 8th October 2026

Time: 07:00-10:00 & 16:00-19:00

Site 1 - Strand Parade Roundabout (07:00-10:00) AM Peak

	MOVEMENT 11 FROM SHAFTESBURY AVENUE (SOUTH) LEFT TURN TO THE STRAND (WEST)									MOVEMENT 12 FROM SHAFTESBURY AVENUE (SOUTH) STRAIGHT AHEAD TO THE BOULEVARD (NORTH)									MOVEMENT 13 FROM SHAFTESBURY AVENUE (SOUTH) RIGHT TURN TO UNNAMED ROAD (EAST)									MOVEMENT 14 FROM SHAFTESBURY AVENUE (SOUTH) RIGHT TURN TO BOLSOVER ROAD (SE)									MOVEMENT 15 FROM SHAFTESBURY AVENUE (SOUTH) U-TURN BACK TO SHAFTESBURY AVENUE (SOUTH)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	11	1	0	0	0	0	0	12	12.00	56	11	0	0	2	2	1	72	72.00	1	0	0	0	0	0	0	1	1.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0715-0730	14	2	0	0	1	0	0	17	18.00	53	9	0	0	0	0	1	63	62.20	0	1	0	0	0	0	0	1	1.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0730-0745	18	0	0	0	2	0	2	22	22.40	90	10	0	1	4	1	2	108	111.10	1	0	0	0	0	0	0	1	1.00	4	1	0	0	0	0	0	5	5.00	0	0	0	0	0	0	0	0	0.00
0745-0800	26	6	0	0	0	0	1	33	32.20	126	16	0	0	1	0	1	144	144.20	1	0	0	0	0	0	0	1	1.00	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
0800-0815	24	1	0	0	0	0	0	25	25.00	121	23	0	0	2	0	3	149	148.60	2	0	0	0	0	0	0	2	2.00	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
0815-0830	38	5	0	0	0	0	0	43	43.00	136	12	0	0	1	0	2	151	150.40	1	1	0	0	0	0	0	2	2.00	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
0830-0845	68	7	0	0	0	1	1	77	75.60	139	10	0	0	3	0	1	153	155.20	6	0	0	0	0	0	0	6	6.00	21	0	0	0	0	0	0	21	21.00	0	0	0	0	0	0	0	0	0.00
0845-0900	39	3	2	0	1	0	2	47	47.40	95	14	1	0	2	0	1	113	114.70	9	0	0	0	0	1	1	11	9.60	9	1	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00
0900-0915	27	3	0	0	0	0	0	30	30.00	85	8	0	0	1	0	1	95	95.20	6	0	0	0	0	0	0	6	6.00	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
0915-0930	20	1	1	0	0	0	1	23	22.70	98	12	2	0	2	1	0	115	117.40	1	0	0	0	0	0	0	1	1.00	6	0	0	0	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00
0930-0945	22	6	0	0	0	0	0	28	28.00	106	11	1	0	1	1	1	121	121.10	7	0	0	0	0	0	0	7	7.00	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
0945-1000	26	4	0	0	1	1	0	32	32.40	88	16	1	0	1	2	0	108	108.30	8	0	0	0	0	0	0	8	8.00	7	0	0	0	0	0	0	7	7.00	0	0	0	0	0	0	0	0	0.00
0700-1000	**333**	**39**	**3**	**0**	**5**	**2**	**7**	**389**	**388.70**	**1193**	**152**	**5**	**1**	**20**	**7**	**14**	**1392**	**1400.40**	**43**	**2**	**0**	**0**	**0**	**1**	**1**	**47**	**45.60**	**70**	**2**	**0**	**0**	**0**	**0**	**0**	**72**	**72.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							
0700-0800	69	9	0	0	3	0	3	84	84.60	325	46	0	1	7	3	5	387	389.50	3	1	0	0	0	0	0	4	4.00	12	1	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
0715-0815	82	9	0	0	3	0	3	97	97.60	390	58	0	1	7	1	7	464	466.10	4	1	0	0	0	0	0	5	5.00	13	1	0	0	0	0	0	14	14.00	0	0	0	0	0	0	0	0	0.00
0730-0830	106	12	0	0	2	0	3	123	122.60	473	61	0	1	8	1	8	552	554.30	5	1	0	0	0	0	0	6	6.00	15	1	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00
0745-0845	156	19	0	0	0	1	2	178	175.80	522	61	0	0	7	0	7	597	598.40	10	1	0	0	0	0	0	11	11.00	32	0	0	0	0	0	0	32	32.00	0	0	0	0	0	0	0	0	0.00
0800-0900	169	16	2	0	1	1	3	192	191.00	491	59	1	0	8	0	7	566	568.90	18	1	0	0	0	1	1	21	19.60	37	1	0	0	0	0	0	38	38.00	0	0	0	0	0	0	0	0	0.00
0815-0915	172	18	2	0	1	1	3	197	196.00	455	44	1	0	7	0	5	512	515.50	22	1	0	0	0	1	1	25	23.60	38	1	0	0	0	0	0	39	39.00	0	0	0	0	0	0	0	0	0.00
0830-0930	154	14	3	0	1	1	4	177	175.70	417	44	3	0	8	1	3	476	482.50	22	0	0	0	0	1	1	24	22.60	40	1	0	0	0	0	0	41	41.00	0	0	0	0	0	0	0	0	0.00
0845-0945	108	13	3	0	1	0	3	128	128.10	384	45	4	0	6	2	3	444	448.40	23	0	0	0	0	1	1	25	23.60	23	1	0	0	0	0	0	24	24.00	0	0	0	0	0	0	0	0	0.00
0900-1000	95	14	1	0	1	1	1	113	113.10	377	47	4	0	5	4	2	439	442.00	22	0	0	0	0	0	0	22	22.00	21	0	0	0	0	0	0	21	21.00	0	0	0	0	0	0	0	0	0.00

Site 1 - Strand Parade Roundabout (16:00-19:00) PM Peak

	MOVEMENT 11 FROM SHAFTESBURY AVENUE (SOUTH) LEFT TURN TO THE STRAND (WEST)									MOVEMENT 12 FROM SHAFTESBURY AVENUE (SOUTH) STRAIGHT AHEAD TO THE BOULEVARD (NORTH)									MOVEMENT 13 FROM SHAFTESBURY AVENUE (SOUTH) RIGHT TURN TO UNNAMED ROAD (EAST)									MOVEMENT 14 FROM SHAFTESBURY AVENUE (SOUTH) RIGHT TURN TO BOLSOVER ROAD (SE)									MOVEMENT 15 FROM SHAFTESBURY AVENUE (SOUTH) U-TURN BACK TO SHAFTESBURY AVENUE (SOUTH)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	50	6	1	0	0	0	0	57	57.50	138	15	0	0	4	1	0	158	161.40	0	0	0	0	0	0	0	0	0.00	13	0	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
1615-1630	55	2	1	0	1	0	0	59	60.50	154	18	0	0	1	0	1	174	174.20	0	0	0	0	0	0	0	0	0.00	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
1630-1645	41	8	0	0	0	1	1	51	49.60	174	19	1	0	1	3	1	199	197.90	2	0	0	0	0	0	0	2	2.00	13	3	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00
1645-1700	57	6	0	0	0	0	0	63	63.00	129	11	0	0	1	1	1	143	142.60	0	0	0	0	0	0	0	0	0.00	5	0	0	0	0	0	0	5	5.00	0	0	0	0	0	0	0	0	0.00
1700-1715	48	4	1	0	0	0	0	53	53.50	150	11	0	0	1	0	0	162	163.00	1	0	0	0	0	0	0	1	1.00	8	1	0	0	0	1	0	10	9.40	0	0	0	0	0	0	0	0	0.00
1715-1730	54	4	1	0	1	1	1	62	62.10	149	8	0	0	4	0	1	162	165.20	3	0	0	0	0	0	0	3	3.00	13	0	0	0	0	1	0	14	13.40	0	0	0	0	0	0	0	0	0.00
1730-1745	49	2	0	0	0	1	0	52	51.40	135	11	0	0	2	1	1	150	150.60	2	0	0	0	0	0	0	2	2.00	10	0	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00
1745-1800	45	3	0	0	1	1	2	52	50.80	145	8	0	0	0	3	1	157	154.40	8	0	0	0	0	0	0	8	8.00	7	0	0	0	0	0	0	7	7.00	0	0	0	0	0	0	0	0	0.00
1800-1815	45	1	0	0	1	1	0	48	48.40	161	6	0	0	2	0	0	169	171.00	7	0	0	0	0	0	0	7	7.00	10	1	0	0	0	0	0	11	11.00	1	0	0	0	0	0	0	1	1.00
1815-1830	48	2	0	0	0	0	1	51	50.20	152	3	0	0	2	1	2	160	159.80	3	0	0	0	0	0	0	3	3.00	5	0	0	0	0	0	0	5	5.00	0	0	0	0	0	0	0	0	0.00
1830-1845	36	0	0	0	0	0	0	36	36.00	114	10	0	0	1	1	0	126	126.40	5	0	0	0	0	0	0	5	5.00	6	0	0	0	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00
1845-1900	29	0	0	0	1	0	2	32	31.40	96	8	0	0	1	1	0	106	106.40	4	0	0	0	0	0	0	4	4.00	8	0	0	0	0	0	0	8	8.00	3	0	0	0	0	0	0	3	3.00
1600-1900	**557**	**38**	**4**	**0**	**5**	**5**	**7**	**616**	**614.40**	**1697**	**128**	**1**	**0**	**20**	**12**	**8**	**1866**	**1872.90**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**35.00**	**107**	**5**	**0**	**0**	**0**	**2**	**0**	**114**	**112.80**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4.00**

	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							
1600-1700	203	22	2	0	1	1	1	230	230.60	595	63	1	0	7	5	3	674	676.10	2	0	0	0	0	0	0	2	2.00	40	3	0	0	0	0	0	43	43.00	0	0	0	0	0	0	0	0	0.00
1615-1715	201	20	2	0	1	1	1	226	226.60	607	59	1	0	4	4	3	678	677.70	3	0	0	0	0	0	0	3	3.00	35	4	0	0	0	1	0	40	39.40	0	0	0	0	0	0	0	0	0.00
1630-1730	200	22	2	0	1	2	2	229	228.20	602	49	1	0	7	4	3	666	668.70	6	0	0	0	0	0	0	6	6.00	39	4	0	0	0	2	0	45	43.80	0	0	0	0	0	0	0	0	0.00
1645-1745	208	16	2	0	1	2	1	230	230.00	563	41	0	0	8	2	3	617	621.40	6	0	0	0	0	0	0	6	6.00	36	1	0	0	0	2	0	39	37.80	0	0	0	0	0	0	0	0	0.00
1700-1800	196	13	2	0	2	3	3	219	217.80	579	38	0	0	7	4	3	631	633.20	14	0	0	0	0	0	0	14	14.00	38	1	0	0	0	2	0	41	39.80	0	0	0	0	0	0	0	0	0.00
1715-1815	193	10	1	0	3	4	3	214	212.70	590	33	0	0	8	4	3	638	641.20	20	0	0	0	0	0	0	20	20.00	40	1	0	0	0	1	0	42	41.40	1	0	0	0	0	0	0	1	1.00
1730-1830	187	8	0	0	2	3	3	203	200.80	593	28	0	0	6	5	4	636	635.80	20	0	0	0	0	0	0	20	20.00	32	1	0	0	0	0	0	33	33.00	1	0	0	0	0	0	0	1	1.00
1745-1845	174	6	0	0	2	2	3	187	185.40	572	27	0	0	5	5	3	612	611.60	23	0	0	0	0	0	0	23	23.00	28	1	0	0	0	0	0	29	29.00	1	0	0	0	0	0	0	1	1.00
1800-1900	158	3	0	0	2	1	3	167	166.00	523	27	0	0	6	3	2	561	563.60	19	0	0	0	0	0	0	19	19.00	29	1	0	0	0	0	0	30	30.00	4	0	0	0	0	0	0	4	4.00

CHARGE SURVEYS

Site: Site 1 - Strand Parade Roundabout

Location: Goring-by-Sea, BN12 6BS

Date: Thursday 8th October 2026

Time: 07:00-10:00 & 16:00-19:00

Site 1 - Strand Parade Roundabout (07:00-10:00) AM Peak

MOVEMENT 16 — FROM THE STRAND (WEST) — LEFT TURN VIA THE SLIP-LANE TO THE STRAND SERVICE ROAD / THE BOULEVARD (NORTH)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	1	0	0	0	0	1	1.50
0715-0730	1	1	0	0	0	0	0	2	2.00
0730-0745	3	0	0	0	0	0	0	3	3.00
0745-0800	1	0	0	0	0	0	0	1	1.00
0800-0815	1	4	0	0	0	0	0	5	5.00
0815-0830	3	0	0	0	0	0	0	3	3.00
0830-0845	1	0	0	0	0	0	0	1	1.00
0845-0900	2	0	0	0	0	0	0	2	2.00
0900-0915	3	0	0	0	0	0	0	3	3.00
0915-0930	2	0	1	0	0	0	0	3	3.50
0930-0945	0	1	0	0	0	0	0	1	1.00
0945-1000	2	1	0	0	0	0	0	3	3.00
0700-1000	**19**	**7**	**2**	**0**	**0**	**0**	**0**	**28**	**29.00**
0700-0800	5	1	1	0	0	0	0	7	7.50
0715-0815	6	5	0	0	0	0	0	11	11.00
0730-0830	8	4	0	0	0	0	0	12	12.00
0745-0845	6	4	0	0	0	0	0	10	10.00
0800-0900	7	4	0	0	0	0	0	11	11.00
0815-0915	9	0	0	0	0	0	0	9	9.00
0830-0930	8	0	1	0	0	0	0	9	9.50
0845-0945	7	1	1	0	0	0	0	9	9.50
0900-1000	7	2	1	0	0	0	0	10	10.50

MOVEMENT 17 — FROM THE STRAND (WEST) — LEFT TURN VA THE ROUNDABOUT TO THE BOULEVARD (NORTH)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	21	12	0	0	0	0	1	34	33.20
0715-0730	26	5	1	0	0	0	0	32	32.50
0730-0745	30	3	0	0	1	0	0	34	35.00
0745-0800	21	1	0	0	1	0	0	23	24.00
0800-0815	25	1	1	0	1	1	0	29	29.90
0815-0830	13	1	0	1	0	0	0	15	16.30
0830-0845	17	4	1	0	1	0	0	23	24.50
0845-0900	22	2	0	0	1	0	1	26	26.20
0900-0915	19	3	0	0	0	0	0	22	22.00
0915-0930	23	5	0	0	1	0	0	29	30.00
0930-0945	25	1	1	0	1	0	1	29	29.70
0945-1000	24	4	0	0	0	0	0	28	28.00
0700-1000	**266**	**42**	**4**	**1**	**7**	**1**	**3**	**324**	**331.30**
0700-0800	98	21	1	0	2	0	1	123	124.70
0715-0815	102	10	2	0	3	1	0	118	121.40
0730-0830	89	6	1	1	3	1	0	101	105.20
0745-0845	76	7	2	1	3	1	0	90	94.70
0800-0900	77	8	2	1	3	1	1	93	96.90
0815-0915	71	10	1	1	2	0	1	86	89.00
0830-0930	81	14	1	0	3	0	1	100	102.70
0845-0945	89	11	1	0	3	0	2	106	107.90
0900-1000	91	13	1	0	2	0	1	108	109.70

MOVEMENT 18 — FROM THE STRAND (WEST) — STRAIGHT AHEAD TO UNNAMED ROAD (EAST)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	2	0	0	0	0	0	0	2	2.00
0745-0800	3	0	0	0	0	0	0	3	3.00
0800-0815	1	0	0	0	0	0	0	1	1.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	2	0	0	0	0	0	0	2	2.00
0900-0915	4	0	0	0	0	0	1	5	4.20
0915-0930	6	0	0	0	0	0	0	6	6.00
0930-0945	1	0	0	0	0	0	0	1	1.00
0945-1000	3	0	0	0	0	0	0	3	3.00
0700-1000	**22**	**0**	**0**	**0**	**0**	**0**	**1**	**23**	**22.20**
0700-0800	5	0	0	0	0	0	0	5	5.00
0715-0815	6	0	0	0	0	0	0	6	6.00
0730-0830	6	0	0	0	0	0	0	6	6.00
0745-0845	4	0	0	0	0	0	0	4	4.00
0800-0900	3	0	0	0	0	0	0	3	3.00
0815-0915	6	0	0	0	0	0	1	7	6.20
0830-0930	12	0	0	0	0	0	1	13	12.20
0845-0945	13	0	0	0	0	0	1	14	13.20
0900-1000	14	0	0	0	0	0	1	15	14.20

MOVEMENT 19 — FROM THE STRAND (WEST) — RIGHT TURN TO BOLSOVER ROAD (SE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	2	0	0	0	0	0	0	2	2.00
0715-0730	2	0	0	0	0	0	1	3	2.20
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	3	0	0	0	0	0	0	3	3.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	1	0	0	0	0	0	0	1	1.00
0830-0845	2	0	0	0	0	0	0	2	2.00
0845-0900	2	0	0	0	0	0	0	2	2.00
0900-0915	6	0	0	0	0	0	0	6	6.00
0915-0930	1	0	0	0	0	0	0	1	1.00
0930-0945	2	0	0	0	0	0	0	2	2.00
0945-1000	2	1	0	0	0	0	0	2	2.00
0700-1000	**22**	**1**	**0**	**0**	**0**	**0**	**1**	**24**	**23.20**
0700-0800	7	0	0	0	0	0	1	8	7.20
0715-0815	5	0	0	0	0	0	1	6	5.20
0730-0830	4	0	0	0	0	0	0	4	4.00
0745-0845	6	0	0	0	0	0	0	6	6.00
0800-0900	5	0	0	0	0	0	0	5	5.00
0815-0915	11	0	0	0	0	0	0	11	11.00
0830-0930	11	0	0	0	0	0	0	11	11.00
0845-0945	11	0	0	0	0	0	0	11	11.00
0900-1000	11	1	0	0	0	0	0	11	11.00

MOVEMENT 20 — FROM THE STRAND (WEST) — RIGHT TURN TO SHAFTESBURY AVENUE (SOUTH)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	33	5	1	0	0	2	0	41	40.30
0715-0730	41	3	1	0	1	1	0	47	47.90
0730-0745	69	7	0	0	0	1	3	80	77.00
0745-0800	94	3	2	0	0	0	1	100	100.20
0800-0815	90	8	0	0	0	1	0	99	98.40
0815-0830	99	2	0	0	0	1	1	103	101.60
0830-0845	95	3	0	0	1	2	0	101	100.80
0845-0900	64	7	2	0	0	0	1	74	74.20
0900-0915	45	2	1	0	0	0	0	48	48.50
0915-0930	40	4	0	0	0	2	0	46	44.80
0930-0945	33	2	0	0	1	0	1	37	37.20
0945-1000	43	5	0	0	1	0	0	49	48.40
0700-1000	**746**	**51**	**7**	**0**	**3**	**11**	**7**	**825**	**819.30**
0700-0800	237	18	4	0	1	4	4	268	265.40
0715-0815	294	21	3	0	1	3	4	326	323.50
0730-0830	352	20	2	0	0	3	5	382	377.20
0745-0845	378	16	2	0	1	4	2	403	401.00
0800-0900	348	20	2	0	1	4	2	377	375.00
0815-0915	303	14	3	0	1	3	2	326	325.10
0830-0930	244	16	3	0	1	4	1	269	268.30
0845-0945	182	15	3	0	1	2	2	205	204.70
0900-1000	161	13	1	0	1	3	1	180	178.90

MOVEMENT 21 — FROM THE STRAND (WEST) — U-TURN BACK TO THE STRAND (WEST)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	1	0	0	0	0	0	0	1	1.00
0900-0915	2	0	0	0	0	0	0	2	2.00
0915-0930	3	0	0	0	0	0	0	3	3.00
0930-0945	1	0	0	0	0	0	0	1	1.00
0945-1000	1	0	0	0	0	0	0	1	1.00
0700-1000	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8.00**
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	1	0	0	0	0	0	0	1	1.00
0815-0915	3	0	0	0	0	0	0	3	3.00
0830-0930	6	0	0	0	0	0	0	6	6.00
0845-0945	7	0	0	0	0	0	0	7	7.00
0900-1000	7	0	0	0	0	0	0	7	7.00

Site 1 - Strand Parade Roundabout (16:00-19:00) PM Peak

MOVEMENT 16 — FROM THE STRAND (WEST) — LEFT TURN VIA THE SLIP-LANE TO THE STRAND SERVICE ROAD / THE BOULEVARD (NORTH)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	2	1	0	0	0	0	0	3	3.00
1615-1630	2	1	0	0	0	0	0	3	3.00
1630-1645	1	0	0	0	0	0	0	1	1.00
1645-1700	0	1	0	0	0	0	0	1	1.00
1700-1715	2	0	0	0	0	0	0	2	2.00
1715-1730	2	0	0	0	0	0	0	2	2.00
1730-1745	5	0	0	0	0	0	0	5	5.00
1745-1800	1	0	0	0	0	0	0	1	1.00
1800-1815	5	1	0	0	0	1	0	7	6.40
1815-1830	3	0	0	0	0	0	0	3	3.00
1830-1845	1	1	0	0	0	0	0	2	2.00
1845-1900	4	0	0	0	0	0	0	4	4.00
1600-1900	**28**	**5**	**0**	**0**	**0**	**1**	**0**	**34**	**33.40**
1600-1700	5	3	0	0	0	0	0	8	8.00
1615-1715	5	2	0	0	0	0	0	7	7.00
1630-1730	5	1	0	0	0	0	0	6	6.00
1645-1745	9	1	0	0	0	0	0	10	10.00
1700-1800	10	0	0	0	0	0	0	10	10.00
1715-1815	13	1	0	0	0	1	0	15	14.40
1730-1830	14	1	0	0	0	1	0	16	15.40
1745-1845	10	2	0	0	0	1	0	13	12.40
1800-1900	13	2	0	0	0	1	0	16	15.40

MOVEMENT 17 — FROM THE STRAND (WEST) — LEFT TURN VA THE ROUNDABOUT TO THE BOULEVARD (NORTH)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	30	5	0	0	1	0	0	36	37.00
1615-1630	39	2	0	0	0	0	0	41	41.00
1630-1645	29	3	0	0	1	0	0	33	34.00
1645-1700	35	4	0	0	0	0	0	39	39.00
1700-1715	33	2	1	0	1	0	0	37	38.50
1715-1730	37	3	0	0	0	0	0	40	40.00
1730-1745	30	3	0	0	0	2	1	36	34.00
1745-1800	34	0	0	0	0	0	0	34	34.00
1800-1815	39	4	0	0	0	0	0	43	43.00
1815-1830	33	4	0	0	1	1	0	39	39.40
1830-1845	27	2	0	0	0	0	0	29	29.00
1845-1900	31	0	0	0	0	0	0	31	31.00
1600-1900	**397**	**32**	**1**	**0**	**4**	**3**	**1**	**438**	**439.90**
1600-1700	133	14	0	0	2	0	0	149	151.00
1615-1715	136	11	1	0	2	0	0	150	152.50
1630-1730	134	12	1	0	2	0	0	149	151.50
1645-1745	135	12	1	0	1	2	1	152	151.50
1700-1800	134	8	1	0	1	2	1	147	146.50
1715-1815	140	10	0	0	0	2	1	153	151.00
1730-1830	136	11	0	0	1	3	1	152	150.40
1745-1845	133	10	0	0	1	1	0	145	145.40
1800-1900	130	10	0	0	1	1	0	142	142.40

MOVEMENT 18 — FROM THE STRAND (WEST) — STRAIGHT AHEAD TO UNNAMED ROAD (EAST)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	1	0	0	0	0	0	0	1	1.00
1700-1715	2	0	0	0	0	0	0	2	2.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	2	0	0	0	0	0	0	2	2.00
1745-1800	1	0	0	0	0	0	0	1	1.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	2	0	0	0	0	0	0	2	2.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8.00**
1600-1700	1	0	0	0	0	0	0	1	1.00
1615-1715	3	0	0	0	0	0	0	3	3.00
1630-1730	3	0	0	0	0	0	0	3	3.00
1645-1745	5	0	0	0	0	0	0	5	5.00
1700-1800	5	0	0	0	0	0	0	5	5.00
1715-1815	3	0	0	0	0	0	0	3	3.00
1730-1830	5	0	0	0	0	0	0	5	5.00
1745-1845	3	0	0	0	0	0	0	3	3.00
1800-1900	2	0	0	0	0	0	0	2	2.00

MOVEMENT 19 — FROM THE STRAND (WEST) — RIGHT TURN TO BOLSOVER ROAD (SE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	5	1	0	0	0	0	0	6	6.00
1615-1630	3	0	0	0	0	0	0	3	3.00
1630-1645	1	1	0	0	0	0	0	2	2.00
1645-1700	3	1	0	0	0	0	0	4	4.00
1700-1715	8	0	0	0	0	0	1	9	8.20
1715-1730	3	0	0	0	0	0	0	3	3.00
1730-1745	3	0	0	0	0	0	0	3	3.00
1745-1800	2	0	0	0	0	0	0	2	2.00
1800-1815	1	1	0	0	0	0	1	3	2.20
1815-1830	6	0	0	0	0	0	0	6	6.00
1830-1845	6	0	0	0	0	0	0	6	6.00
1845-1900	5	0	0	0	0	0	0	5	5.00
1600-1900	**46**	**4**	**0**	**0**	**0**	**0**	**2**	**52**	**50.40**
1600-1700	12	3	0	0	0	0	0	15	15.00
1615-1715	15	2	0	0	0	0	1	18	17.20
1630-1730	15	2	0	0	0	0	1	18	17.20
1645-1745	17	1	0	0	0	0	1	19	18.20
1700-1800	16	0	0	0	0	0	1	17	16.20
1715-1815	9	1	0	0	0	0	1	11	10.20
1730-1830	12	1	0	0	0	0	1	14	13.20
1745-1845	15	1	0	0	0	0	1	17	16.20
1800-1900	18	1	0	0	0	0	1	20	19.20

MOVEMENT 20 — FROM THE STRAND (WEST) — RIGHT TURN TO SHAFTESBURY AVENUE (SOUTH)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	36	7	0	0	0	0	0	43	43.00
1615-1630	52	5	2	0	0	0	0	59	60.00
1630-1645	35	4	0	0	1	0	0	40	41.00
1645-1700	43	1	0	0	0	2	0	46	44.80
1700-1715	40	1	0	0	0	1	1	43	41.60
1715-1730	44	2	0	0	0	1	1	48	46.60
1730-1745	42	3	0	0	1	1	0	47	47.40
1745-1800	47	4	0	0	0	0	2	53	51.40
1800-1815	36	6	0	0	0	0	0	42	42.00
1815-1830	42	0	0	0	0	1	0	43	42.40
1830-1845	50	2	0	0	1	1	0	54	54.40
1845-1900	32	3	0	0	0	0	0	35	35.00
1600-1900	**499**	**38**	**2**	**0**	**3**	**7**	**4**	**553**	**549.60**
1600-1700	166	17	2	0	1	2	0	188	188.80
1615-1715	170	11	2	0	1	3	1	188	187.40
1630-1730	162	8	0	0	1	4	2	177	174.00
1645-1745	169	7	0	0	1	5	2	184	180.40
1700-1800	173	10	0	0	1	3	4	191	187.00
1715-1815	169	15	0	0	1	2	3	190	187.40
1730-1830	167	13	0	0	1	2	2	185	183.20
1745-1845	175	12	0	0	1	2	2	192	190.20
1800-1900	160	11	0	0	1	2	0	174	173.80

MOVEMENT 21 — FROM THE STRAND (WEST) — U-TURN BACK TO THE STRAND (WEST)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	2	0	0	0	0	0	0	2	2.00
1615-1630	2	0	0	0	0	0	0	2	2.00
1630-1645	1	0	0	0	0	0	0	1	1.00
1645-1700	1	0	0	0	0	0	0	1	1.00
1700-1715	1	0	0	0	0	0	0	1	1.00
1715-1730	2	0	0	0	0	0	0	2	2.00
1730-1745	3	0	0	0	0	0	0	3	3.00
1745-1800	2	0	0	0	0	0	0	2	2.00
1800-1815	3	0	0	0	0	0	0	3	3.00
1815-1830	1	0	0	0	0	0	0	1	1.00
1830-1845	1	0	0	0	0	0	0	1	1.00
1845-1900	2	0	0	0	0	0	0	2	2.00
1600-1900	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**19.00**
1600-1700	6	0	0	0	0	0	0	6	6.00
1615-1715	5	0	0	0	0	0	0	5	5.00
1630-1730	5	0	0	0	0	0	0	5	5.00
1645-1745	6	0	0	0	0	0	0	6	6.00
1700-1800	6	0	0	0	0	0	0	6	6.00
1715-1815	8	0	0	0	0	0	0	8	8.00
1730-1830	7	0	0	0	0	0	0	7	7.00
1745-1845	6	0	0	0	0	0	0	6	6.00
1800-1900	7	0	0	0	0	0	0	7	7.00

CHARGE SURVEYS

Site: Site 1 - Strand Parade Roundabout

Location: Goring-by-Sea, BN12 6BS

Date: Thursday 8th October 2026

Time: 07:00-10:00 & 16:00-19:00

Site 1 - Strand Parade Roundabout (07:00-10:00) AM Peak

	MOVEMENT 22 — FROM THE BOULEVARD (NORTH) LEFT TURN TO UNNAMED ROAD (EAST)									MOVEMENT 23 — FROM THE BOULEVARD (NORTH) LEFT TURN TO BOLSOVER ROAD (SE)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	5	0	0	0	0	0	0	5	5.00	4	1	0	0	0	0	0	5	5.00
0715-0730	2	0	0	0	0	0	0	2	2.00	3	1	0	0	0	0	0	4	4.00
0730-0745	2	0	0	0	0	0	0	2	2.00	2	0	0	0	0	0	0	2	2.00
0745-0800	1	0	0	0	0	1	0	2	1.40	2	0	0	0	0	0	0	2	2.00
0800-0815	4	0	0	0	0	0	0	4	4.00	1	1	1	0	0	0	0	3	3.50
0815-0830	4	0	0	0	0	0	0	4	4.00	2	0	0	0	0	0	0	2	2.00
0830-0845	9	0	0	0	0	0	0	9	9.00	1	0	0	0	0	0	0	1	1.00
0845-0900	13	0	0	0	0	0	0	13	13.00	7	0	0	0	0	0	0	7	7.00
0900-0915	10	0	0	0	0	0	0	10	10.00	8	1	0	0	0	0	0	9	9.00
0915-0930	13	0	0	0	0	0	0	13	13.00	5	1	0	0	0	0	0	6	6.00
0930-0945	15	1	0	0	0	0	0	16	16.00	10	4	0	0	0	0	0	14	14.00
0945-1000	17	1	0	0	0	0	0	18	18.00	4	0	1	0	0	0	0	5	5.50
0700-1000	**95**	**2**	**0**	**0**	**0**	**1**	**0**	**98**	**97.40**	**49**	**9**	**2**	**0**	**0**	**0**	**0**	**60**	**61.00**
HOURLY TOTALS																		
0700-0800	10	0	0	0	0	1	0	11	10.40	11	2	0	0	0	0	0	13	13.00
0715-0815	9	0	0	0	0	1	0	10	9.40	8	2	1	0	0	0	0	11	11.50
0730-0830	11	0	0	0	0	1	0	12	11.40	7	1	1	0	0	0	0	9	9.50
0745-0845	18	0	0	0	0	1	0	19	18.40	6	1	1	0	0	0	0	8	8.50
0800-0900	30	0	0	0	0	0	0	30	30.00	11	1	1	0	0	0	0	13	13.50
0815-0915	36	0	0	0	0	0	0	36	36.00	18	1	0	0	0	0	0	19	19.00
0830-0930	45	0	0	0	0	0	0	45	45.00	21	2	0	0	0	0	0	23	23.00
0845-0945	51	1	0	0	0	0	0	52	52.00	30	6	0	0	0	0	0	36	36.00
0900-1000	55	2	0	0	0	0	0	57	57.00	27	6	1	0	0	0	0	34	34.50

	MOVEMENT 24 — FROM THE BOULEVARD (NORTH) STRAIGHT AHEAD TO SHAFTESBURY AVENUE (SOUTH)									MOVEMENT 25 — FROM THE BOULEVARD (NORTH) RIGHT TURN TO THE STRAND (WEST)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	72	21	1	1	4	1	1	101	105.40	11	2	0	0	1	0	0	14	15.00
0715-0730	99	8	1	0	4	1	3	116	117.50	18	1	0	0	0	0	0	19	19.00
0730-0745	150	13	1	1	1	1	0	167	169.20	25	0	0	0	1	0	0	26	27.00
0745-0800	164	30	2	0	4	0	2	202	205.40	27	0	1	0	0	0	0	28	28.50
0800-0815	140	21	3	1	1	0	2	168	170.20	22	3	0	0	1	1	0	27	27.40
0815-0830	115	17	1	1	1	2	0	137	138.60	16	4	1	0	0	0	0	21	21.50
0830-0845	121	10	0	0	2	1	0	134	135.40	24	5	0	0	0	0	0	29	29.00
0845-0900	162	16	1	0	6	0	1	186	191.70	20	4	0	0	1	0	0	25	26.00
0900-0915	160	21	0	0	2	1	0	184	185.40	17	3	0	0	1	0	0	21	22.00
0915-0930	127	23	2	0	1	2	1	156	156.00	18	2	0	0	0	0	2	22	20.40
0930-0945	157	10	0	0	2	1	0	170	171.40	19	1	0	0	0	0	1	21	20.20
0945-1000	167	13	2	0	1	0	0	183	185.00	23	1	0	0	1	0	1	26	26.20
0700-1000	**1634**	**203**	**14**	**4**	**29**	**10**	**10**	**1904**	**1931.20**	**240**	**26**	**2**	**0**	**6**	**1**	**4**	**279**	**282.20**
HOURLY TOTALS																		
0700-0800	485	72	5	2	13	3	6	586	597.50	81	3	1	0	2	0	0	87	89.50
0715-0815	553	72	7	2	10	2	7	653	662.30	92	4	1	0	2	1	0	100	101.90
0730-0830	569	81	7	3	7	3	4	674	683.40	90	7	2	0	2	1	0	102	104.40
0745-0845	540	78	6	2	8	3	4	641	649.60	89	12	2	0	1	1	0	105	106.40
0800-0900	538	64	5	2	10	3	3	625	635.90	82	16	1	0	2	1	0	102	103.90
0815-0915	558	64	2	1	11	4	1	641	651.10	77	16	1	0	2	0	0	96	98.50
0830-0930	570	70	3	0	11	4	2	660	668.50	79	14	0	0	2	0	2	97	97.40
0845-0945	606	70	3	0	11	4	2	696	704.50	74	10	0	0	2	0	3	89	88.60
0900-1000	611	67	4	0	6	4	1	693	697.80	77	7	0	0	2	0	4	90	88.80

	MOVEMENT 26 — FROM THE BOULEVARD (NORTH) U-TURN BACK TO THE BOULEVARD (NORTH)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	2	1	0	0	0	0	0	3	3.00
0715-0730	3	0	0	0	0	0	0	3	3.00
0730-0745	1	0	0	0	0	0	0	1	1.00
0745-0800	2	0	0	0	0	0	0	2	2.00
0800-0815	1	0	0	0	0	0	0	1	1.00
0815-0830	3	0	0	0	0	0	0	3	3.00
0830-0845	0	0	1	0	0	0	0	1	1.50
0845-0900	2	0	0	0	0	0	0	2	2.00
0900-0915	1	1	0	0	0	0	0	2	2.00
0915-0930	3	0	0	0	0	0	0	3	3.00
0930-0945	2	1	0	0	0	0	0	3	3.00
0945-1000	3	0	0	0	0	0	0	3	3.00
0700-1000	**23**	**3**	**1**	**0**	**0**	**0**	**0**	**27**	**27.50**
HOURLY TOTALS									
0700-0800	8	1	0	0	0	0	0	9	9.00
0715-0815	7	0	0	0	0	0	0	7	7.00
0730-0830	7	0	0	0	0	0	0	7	7.00
0745-0845	6	0	1	0	0	0	0	7	7.50
0800-0900	6	0	1	0	0	0	0	7	7.50
0815-0915	6	1	1	0	0	0	0	8	8.50
0830-0930	6	1	1	0	0	0	0	8	8.50
0845-0945	8	2	0	0	0	0	0	10	10.00
0900-1000	9	2	0	0	0	0	0	11	11.00

Site 1 - Strand Parade Roundabout (16:00-19:00) PM Peak

	MOVEMENT 22 — FROM THE BOULEVARD (NORTH) LEFT TURN TO UNNAMED ROAD (EAST)									MOVEMENT 23 — FROM THE BOULEVARD (NORTH) LEFT TURN TO BOLSOVER ROAD (SE)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	4	0	0	0	0	0	0	4	4.00	11	1	0	0	0	0	0	12	12.00
1615-1630	2	1	0	0	0	0	0	3	3.00	6	0	0	0	0	0	0	6	6.00
1630-1645	4	0	0	0	0	0	0	4	4.00	4	0	0	0	0	0	0	4	4.00
1645-1700	2	0	0	0	0	0	0	2	2.00	11	0	0	0	0	0	0	11	11.00
1700-1715	4	0	0	0	0	0	0	4	4.00	10	2	0	0	0	0	0	12	12.00
1715-1730	8	0	0	0	0	0	0	8	8.00	15	2	0	0	0	0	0	17	17.00
1730-1745	6	0	0	0	0	0	0	6	6.00	13	1	0	0	0	0	0	14	14.00
1745-1800	6	0	0	0	0	0	0	6	6.00	8	0	0	0	0	0	0	8	8.00
1800-1815	8	0	0	0	0	0	0	8	8.00	11	1	0	0	0	0	0	12	12.00
1815-1830	12	2	0	0	0	0	0	14	14.00	8	1	0	0	0	0	0	9	9.00
1830-1845	4	0	0	0	0	0	0	4	4.00	18	1	0	0	0	0	0	19	19.00
1845-1900	7	0	0	0	0	0	0	7	7.00	4	1	0	0	0	0	0	5	5.00
1600-1900	**67**	**3**	**0**	**0**	**0**	**0**	**0**	**70**	**70.00**	**119**	**10**	**0**	**0**	**0**	**0**	**0**	**129**	**129.00**
HOURLY TOTALS																		
1600-1700	12	1	0	0	0	0	0	13	13.00	32	1	0	0	0	0	0	33	33.00
1615-1715	12	1	0	0	0	0	0	13	13.00	31	2	0	0	0	0	0	33	33.00
1630-1730	18	0	0	0	0	0	0	18	18.00	40	4	0	0	0	0	0	44	44.00
1645-1745	20	0	0	0	0	0	0	20	20.00	49	5	0	0	0	0	0	54	54.00
1700-1800	24	0	0	0	0	0	0	24	24.00	46	5	0	0	0	0	0	51	51.00
1715-1815	28	0	0	0	0	0	0	28	28.00	47	4	0	0	0	0	0	51	51.00
1730-1830	32	2	0	0	0	0	0	34	34.00	40	3	0	0	0	0	0	43	43.00
1745-1845	30	2	0	0	0	0	0	32	32.00	45	3	0	0	0	0	0	48	48.00
1800-1900	31	2	0	0	0	0	0	33	33.00	41	4	0	0	0	0	0	45	45.00

	MOVEMENT 24 — FROM THE BOULEVARD (NORTH) STRAIGHT AHEAD TO SHAFTESBURY AVENUE (SOUTH)									MOVEMENT 25 — FROM THE BOULEVARD (NORTH) RIGHT TURN TO THE STRAND (WEST)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	157	17	1	0	3	0	1	179	181.70	37	4	0	0	0	2	1	44	42.00
1615-1630	167	15	0	0	1	0	1	184	184.20	48	9	0	0	1	0	0	58	59.00
1630-1645	135	12	1	0	4	0	0	152	156.50	28	5	1	1	1	1	0	37	39.20
1645-1700	138	15	0	0	0	0	0	153	153.00	20	1	0	0	2	2	1	26	26.00
1700-1715	158	16	0	0	0	0	3	177	174.60	27	3	0	0	0	0	0	30	30.00
1715-1730	162	11	0	0	0	3	0	176	174.20	28	4	0	0	0	1	2	35	32.80
1730-1745	154	13	0	0	3	2	1	173	174.00	25	0	0	0	0	1	0	26	25.40
1745-1800	156	7	1	0	1	6	2	173	169.30	38	1	0	0	1	0	0	40	41.00
1800-1815	147	13	0	0	1	3	0	164	163.20	39	9	0	0	0	0	0	48	48.00
1815-1830	152	5	1	0	0	2	1	161	159.50	31	1	0	0	2	1	0	35	36.40
1830-1845	136	16	1	0	3	2	0	158	160.30	35	1	0	0	1	0	0	37	38.00
1845-1900	141	5	0	0	0	3	0	149	147.20	10	0	0	0	0	1	0	11	10.40
1600-1900	**1803**	**145**	**5**	**0**	**16**	**21**	**9**	**1999**	**1997.70**	**366**	**38**	**1**	**1**	**8**	**9**	**4**	**427**	**428.20**
HOURLY TOTALS																		
1600-1700	597	59	2	0	8	0	2	668	675.40	133	19	1	1	4	5	2	165	166.20
1615-1715	598	58	1	0	5	0	4	666	668.30	123	18	1	1	4	3	1	151	154.20
1630-1730	593	54	1	0	4	3	3	658	658.30	103	13	1	1	3	4	3	128	128.00
1645-1745	612	55	0	0	3	5	4	679	675.80	100	8	0	0	2	4	3	117	114.20
1700-1800	630	47	1	0	4	11	6	699	692.10	118	8	0	0	1	2	2	131	129.20
1715-1815	619	44	1	0	5	14	3	686	680.70	130	14	0	0	1	2	2	149	147.20
1730-1830	609	38	2	0	5	13	4	671	666.00	133	11	0	0	3	2	0	149	150.80
1745-1845	591	41	3	0	5	13	3	656	652.30	143	12	0	0	4	1	0	160	163.40
1800-1900	576	39	2	0	4	10	1	632	630.20	115	11	0	0	3	2	0	131	132.80

	MOVEMENT 26 — FROM THE BOULEVARD (NORTH) U-TURN BACK TO THE BOULEVARD (NORTH)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	7	0	0	0	0	0	0	7	7.00
1615-1630	0	2	0	0	0	0	0	2	2.00
1630-1645	3	0	0	0	0	0	0	3	3.00
1645-1700	2	1	0	0	0	0	0	3	3.00
1700-1715	7	1	0	0	0	0	0	8	8.00
1715-1730	4	0	0	0	0	0	0	4	4.00
1730-1745	3	1	0	0	0	0	0	4	4.00
1745-1800	7	0	0	0	0	0	0	7	7.00
1800-1815	5	0	0	0	0	0	0	5	5.00
1815-1830	3	0	0	0	0	0	0	3	3.00
1830-1845	5	0	0	0	0	1	0	6	5.40
1845-1900	7	0	0	0	0	0	0	7	7.00
1600-1900	**53**	**5**	**0**	**0**	**0**	**1**	**0**	**59**	**58.40**
HOURLY TOTALS									
1600-1700	12	3	0	0	0	0	0	15	15.00
1615-1715	12	4	0	0	0	0	0	16	16.00
1630-1730	16	2	0	0	0	0	0	18	18.00
1645-1745	16	3	0	0	0	0	0	19	19.00
1700-1800	21	2	0	0	0	0	0	23	23.00
1715-1815	19	1	0	0	0	0	0	20	20.00
1730-1830	18	1	0	0	0	0	0	19	19.00
1745-1845	20	0	0	0	0	1	0	21	20.40
1800-1900	20	0	0	0	0	1	0	21	20.40

CHARGE SURVEYS

QUEUES - Site 1 - Strand Parade Roundabout
Queue Length Survey

Site 1 of 1
Unnamed Road (East)
Bolsover Road (SE)
Shaftesbury Avenue (South)
The Strand (West)
The Boulevard (North)

Date
Thursday 8th October 2026

Unnamed Road (East)

07:00 - 10:00 (Weekday AM Peak)

TIME - 5-MINUTE INTERVALS	LANE 1 - SINGLE QUEUE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	0
08:05	0
08:10	0
08:15	1
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	0
08:50	0
08:55	0
09:00	0
09:05	0
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	0
09:55	0
10:00	2

Bolsover Road (SE)

07:00 - 10:00 (Weekday AM Peak)

TIME - 5-MINUTE INTERVALS	LANE 2 - INSIDE QUEUE LANE	LANE 3 - OUTSIDE QUEUE LANE
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	0
07:35	0	0
07:40	0	1
07:45	1	1
07:50	1	1
07:55	1	1
08:00	0	1
08:05	2	2
08:10	2	1
08:15	5	1
08:20	4	0
08:25	5	0
08:30	6	0
08:35	1	1
08:40	0	1
08:45	0	1
08:50	3	0
08:55	0	1
09:00	1	1
09:05	0	0
09:10	2	0
09:15	0	0
09:20	0	0
09:25	0	1
09:30	0	1
09:35	0	1
09:40	0	0
09:45	0	1
09:50	0	1
09:55	4	1
10:00	0	0

Shaftesbury Avenue (South)

07:00 - 10:00 (Weekday AM Peak)

TIME - 5-MINUTE INTERVALS	LANE 4 - SINGLE QUEUE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	0
07:40	1
07:45	0
07:50	1
07:55	0
08:00	0
08:05	1
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	14
08:40	9
08:45	0
08:50	0
08:55	0
09:00	0
09:05	0
09:10	2
09:15	0
09:20	2
09:25	1
09:30	1
09:35	0
09:40	1
09:45	0
09:50	2
09:55	2
10:00	0

The Strand (West)

07:00 - 10:00 (Weekday AM Peak)

TIME - 5-MINUTE INTERVALS	LANE 5 - INSIDE-SLIP QUEUE LANE	LANE 6 - MIDDLE QUEUE LANE	LANE 7 - OUTSIDE QUEUE LANE
07:05	0	0	0
07:10	0	0	2
07:15	0	0	1
07:20	0	0	0
07:25	0	1	1
07:30	0	1	1
07:35	0	0	6
07:40	0	1	2
07:45	0	1	2
07:50	0	0	0
07:55	0	0	0
08:00	0	1	11
08:05	0	1	1
08:10	0	1	5
08:15	0	0	3
08:20	0	0	11
08:25	0	0	3
08:30	0	0	1
08:35	0	1	10
08:40	0	0	3
08:45	0	0	2
08:50	0	1	2
08:55	0	1	2
09:00	0	1	1
09:05	0	0	1
09:10	0	1	1
09:15	0	0	0
09:20	0	1	3
09:25	0	1	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	3
09:45	0	1	1
09:50	0	1	2
09:55	0	1	0
10:00	0	1	1

The Boulevard (North)

07:00 - 10:00 (Weekday AM Peak)

TIME - 5-MINUTE INTERVALS	LANE 8 - INSIDE QUEUE LANE	LANE 9 - OUTSIDE QUEUE LANE
07:05	0	0
07:10	1	0
07:15	0	0
07:20	0	1
07:25	2	0
07:30	1	0
07:35	2	1
07:40	1	1
07:45	3	0
07:50	14	1
07:55	13	1
08:00	6	1
08:05	1	0
08:10	13	1
08:15	18	3
08:20	34	9
08:25	41	15
08:30	21	2
08:35	11	3
08:40	22	4
08:45	29	0
08:50	31	0
08:55	19	0
09:00	6	1
09:05	6	0
09:10	1	0
09:15	0	0
09:20	0	0
09:25	1	1
09:30	0	0
09:35	4	0
09:40	3	0
09:45	4	1
09:50	7	0
09:55	0	0
10:00	5	0

Unnamed Road (East)

16:00 - 19:00 (Weekday PM Peak)

TIME - 5-MINUTE INTERVALS	LANE 1 - SINGLE QUEUE LANE
16:05	1
16:10	1
16:15	0
16:20	0
16:25	0
16:30	0
16:35	0
16:40	1
16:45	2
16:50	0
16:55	0
17:00	0
17:05	0
17:10	0
17:15	0
17:20	0
17:25	0
17:30	0
17:35	0
17:40	0
17:45	0
17:50	1
17:55	0
18:00	0
18:05	0
18:10	0
18:15	0
18:20	1
18:25	2
18:30	0
18:35	1
18:40	0
18:45	1
18:50	1
18:55	0
19:00	0

Bolsover Road (SE)

16:00 - 19:00 (Weekday PM Peak)

TIME - 5-MINUTE INTERVALS	LANE 2 - INSIDE QUEUE LANE	LANE 3 - OUTSIDE QUEUE LANE
16:05	0	0
16:10	1	0
16:15	0	0
16:20	1	1
16:25	1	0
16:30	0	0
16:35	0	0
16:40	0	0
16:45	1	0
16:50	0	0
16:55	0	0
17:00	0	0
17:05	0	0
17:10	1	1
17:15	1	1
17:20	0	1
17:25	0	0
17:30	0	0
17:35	0	0
17:40	0	0
17:45	0	0
17:50	1	1
17:55	2	0
18:00	0	1
18:05	0	1
18:10	1	0
18:15	2	1
18:20	1	0
18:25	1	0
18:30	0	1
18:35	0	0
18:40	0	1
18:45	0	0
18:50	1	0
18:55	0	1
19:00	0	0

Shaftesbury Avenue (South)

16:00 - 19:00 (Weekday PM Peak)

TIME - 5-MINUTE INTERVALS	LANE 4 - SINGLE QUEUE LANE
16:05	0
16:10	0
16:15	9
16:20	1
16:25	3
16:30	2
16:35	0
16:40	0
16:45	2
16:50	0
16:55	0
17:00	0
17:05	0
17:10	0
17:15	0
17:20	2
17:25	0
17:30	0
17:35	2
17:40	0
17:45	0
17:50	3
17:55	0
18:00	0
18:05	1
18:10	7
18:15	9
18:20	2
18:25	0
18:30	7
18:35	3
18:40	3
18:45	0
18:50	1
18:55	0
19:00	0

The Strand (West)

16:00 - 19:00 (Weekday PM Peak)

TIME - 5-MINUTE INTERVALS	LANE 5 - INSIDE-SLIP QUEUE LANE	LANE 6 - MIDDLE QUEUE LANE	LANE 7 - OUTSIDE QUEUE LANE
16:05	0	1	2
16:10	0	1	0
16:15	0	0	8
16:20	0	1	5
16:25	0	0	1
16:30	0	1	2
16:35	0	0	0
16:40	0	1	1
16:45	1	2	0
16:50	0	1	2
16:55	0	0	0
17:00	0	0	0
17:05	0	1	2
17:10	0	0	0
17:15	0	1	1
17:20	0	0	8
17:25	0	1	2
17:30	0	1	2
17:35	0	0	6
17:40	0	1	1
17:45	0	1	2
17:50	0	1	2
17:55	0	0	2
18:00	0	1	0
18:05	0	1	2
18:10	1	2	2
18:15	0	2	0
18:20	0	1	1
18:25	0	1	4
18:30	0	1	1
18:35	0	1	2
18:40	0	1	1
18:45	0	0	0
18:50	0	0	1
18:55	0	1	6
19:00	0	0	1

The Boulevard (North)

16:00 - 19:00 (Weekday PM Peak)

TIME - 5-MINUTE INTERVALS	LANE 8 - INSIDE QUEUE LANE	LANE 9 - OUTSIDE QUEUE LANE
16:05	4	0
16:10	0	1
16:15	4	2
16:20	9	1
16:25	6	0
16:30	0	0
16:35	1	0
16:40	0	0
16:45	0	1
16:50	2	0
16:55	2	0
17:00	0	0
17:05	4	0
17:10	1	0
17:15	2	1
17:20	6	0
17:25	1	1
17:30	5	1
17:35	2	1
17:40	0	0
17:45	6	0
17:50	1	1
17:55	4	1
18:00	2	0
18:05	0	0
18:10	5	2
18:15	1	2
18:20	1	1
18:25	8	2
18:30	2	1
18:35	2	2
18:40	3	0
18:45	2	0
18:50	0	0
18:55	5	0
19:00	1	0

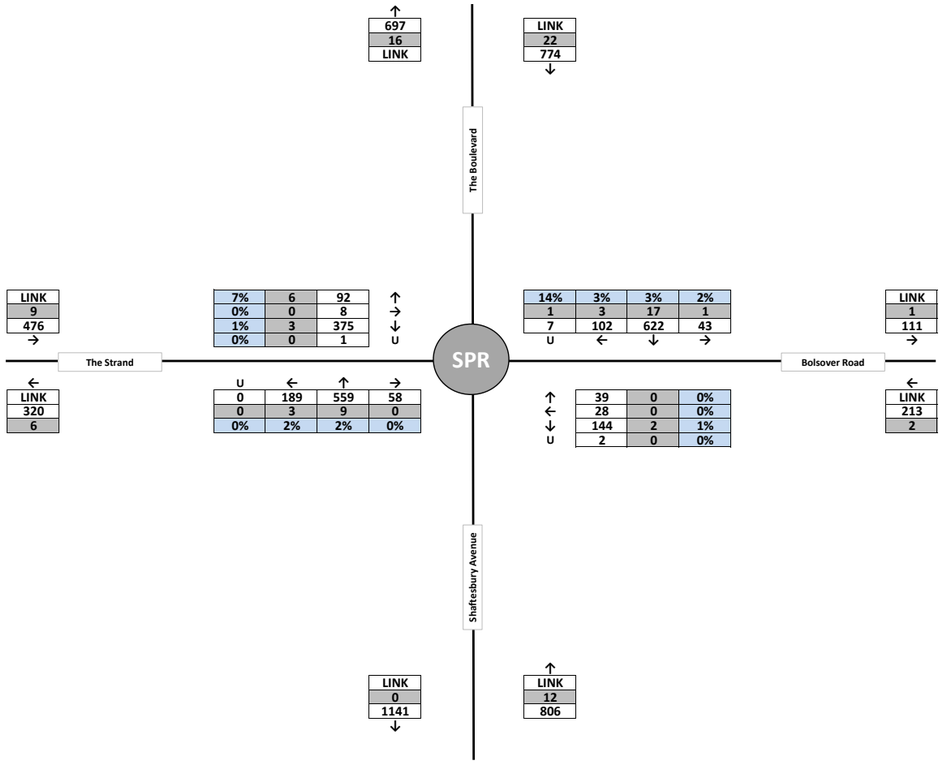
Appendix D

Traffic Flow Diagrams – Strand Parade Roundabout

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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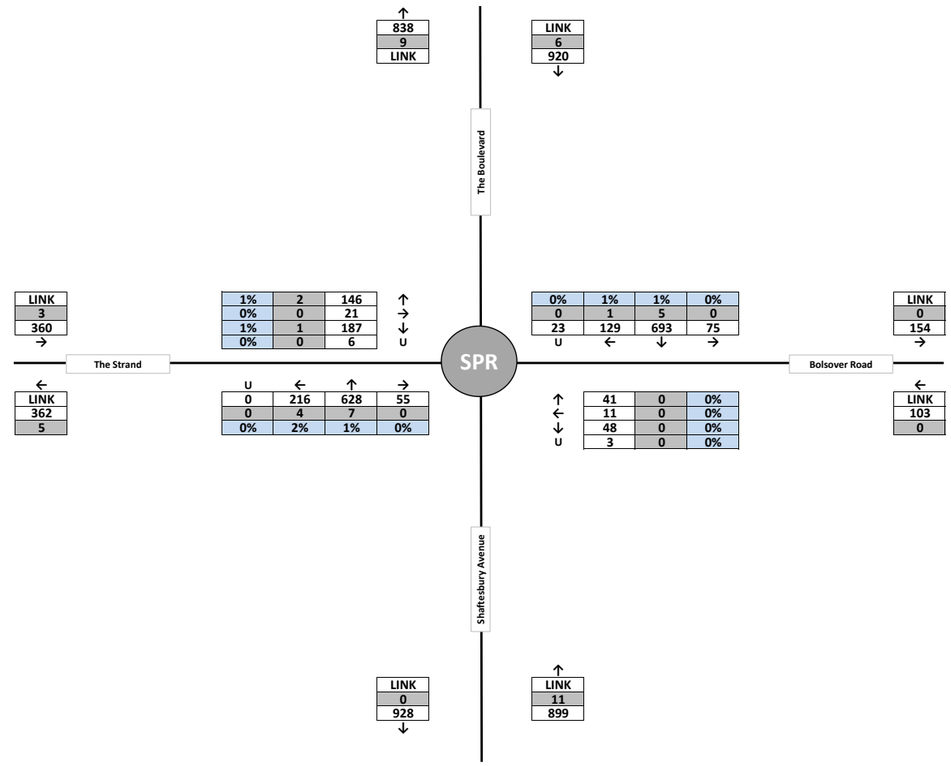
STRAND PARADE ROUNDABOUT
TSN1: 2026 OBSERVED
AM PEAK HOUR (08:00-09:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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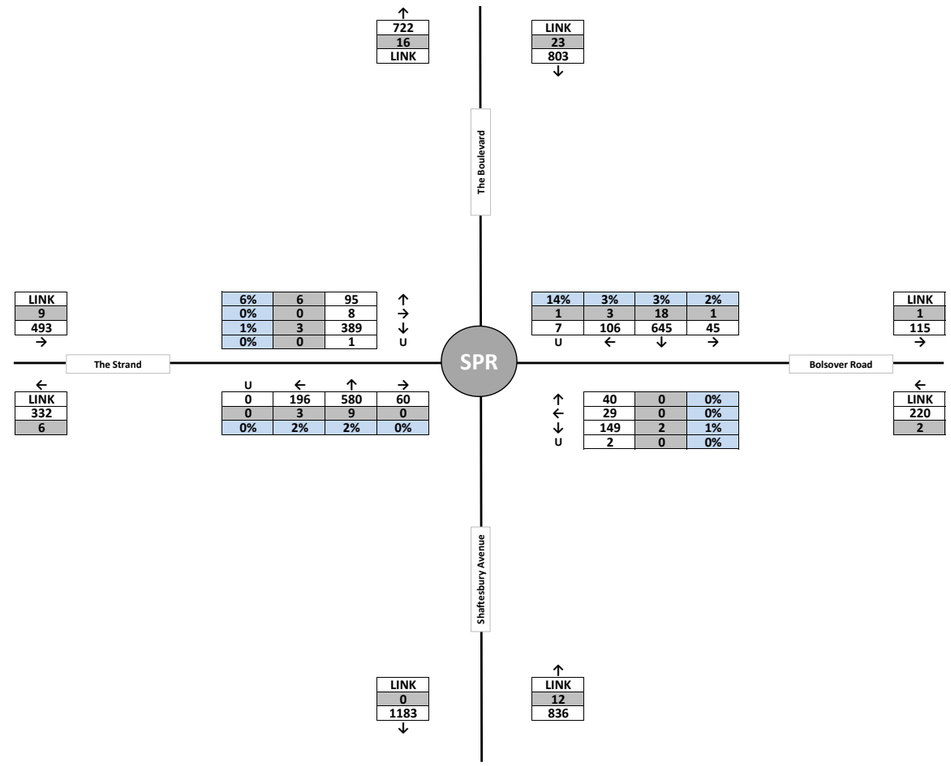
STRAND PARADE ROUNDABOUT
TSN2: 2026 OBSERVED
PM PEAK HOUR (17:00-18:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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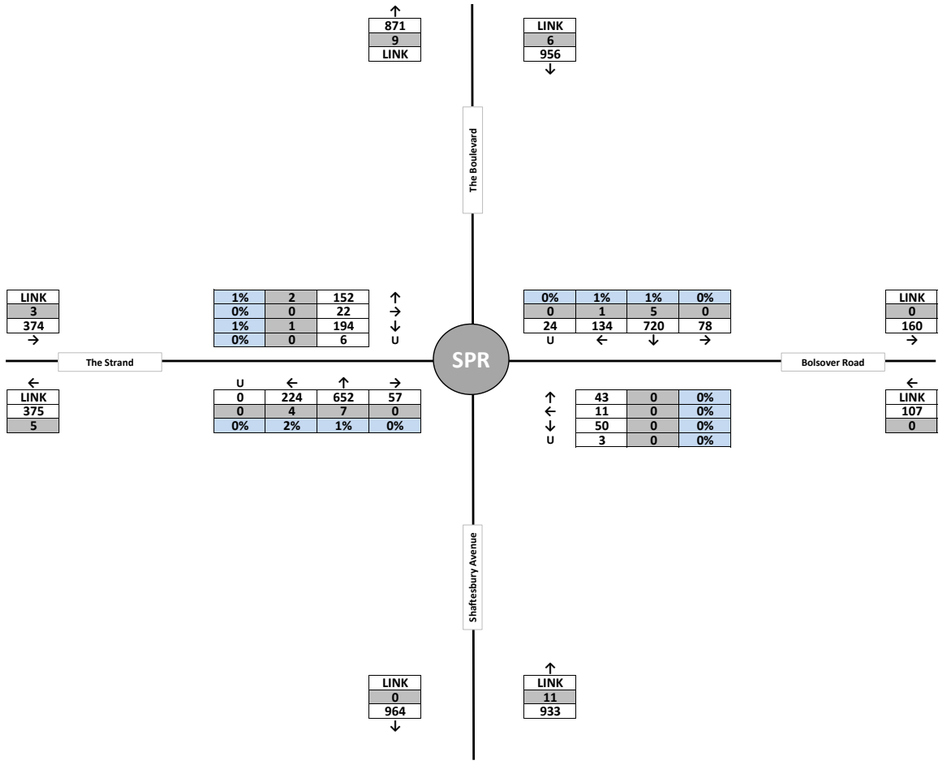
STRAND PARADE ROUNDABOUT
TSN3: 2030 FUTURE BASE YEAR
AM PEAK HOUR (08:00-09:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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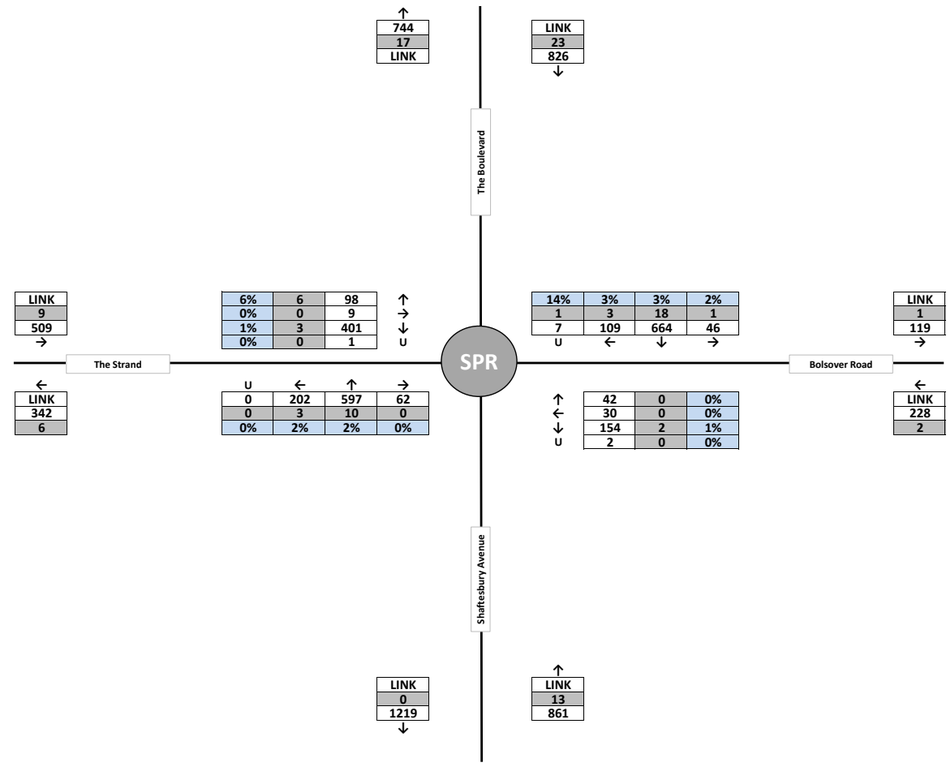
STRAND PARADE ROUNDABOUT
TSN4: 2030 FUTURE BASE YEAR
PM PEAK HOUR (17:00-18:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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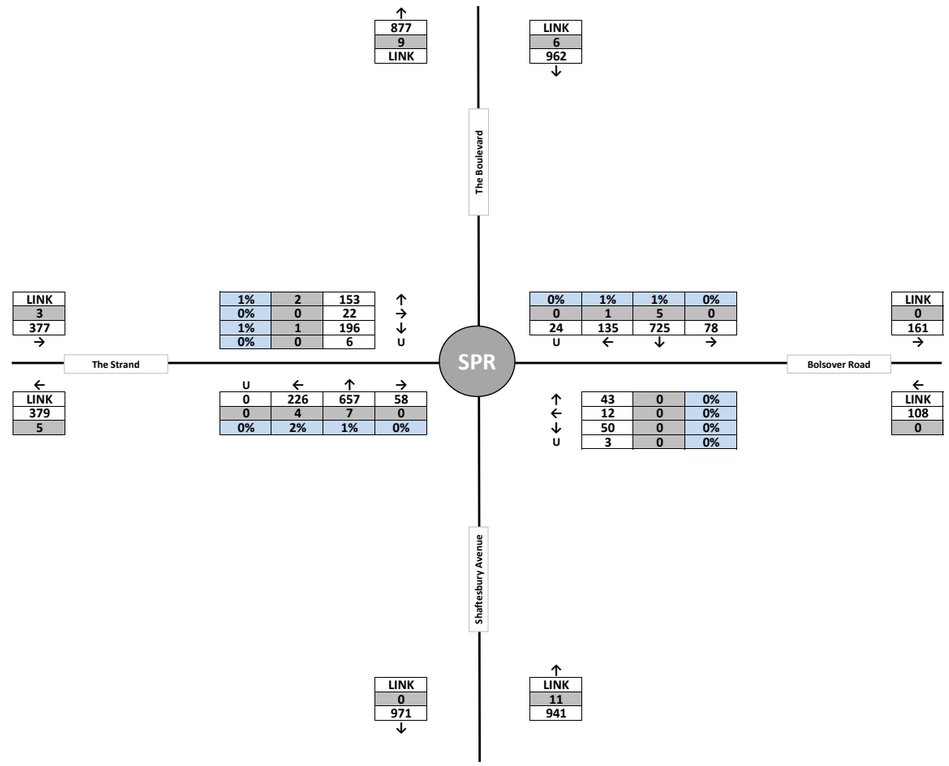
STRAND PARADE ROUNDABOUT
TSN5: 2036 FUTURE BASE YEAR
AM PEAK HOUR (08:00-09:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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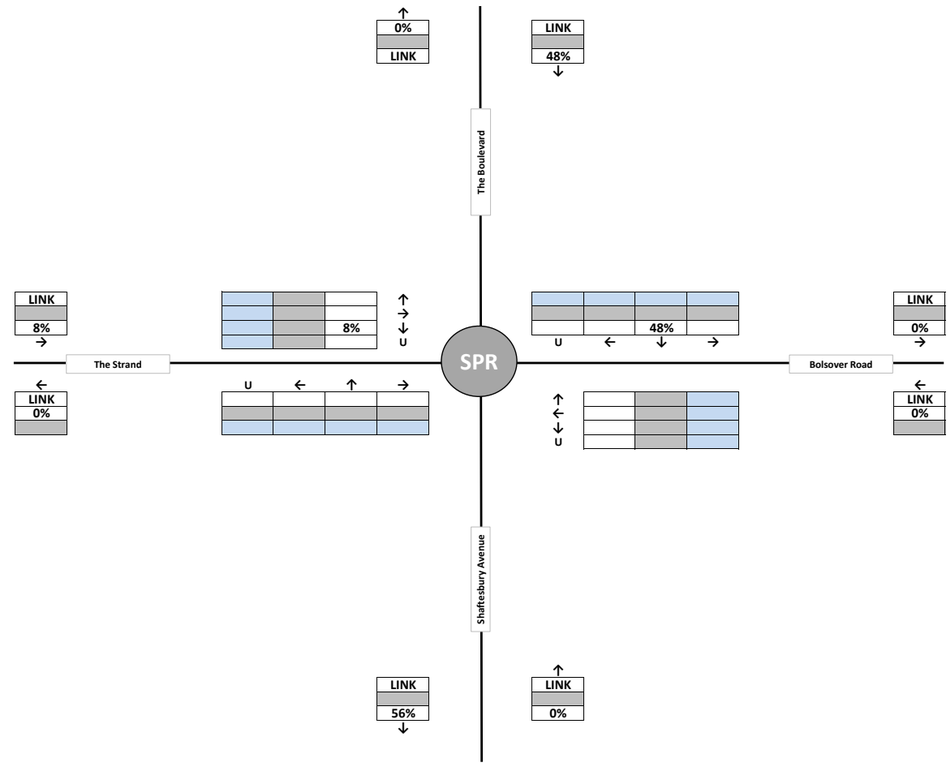
STRAND PARADE ROUNDABOUT
TSN6: 2036 FUTURE BASE YEAR
PM PEAK HOUR (17:00-18:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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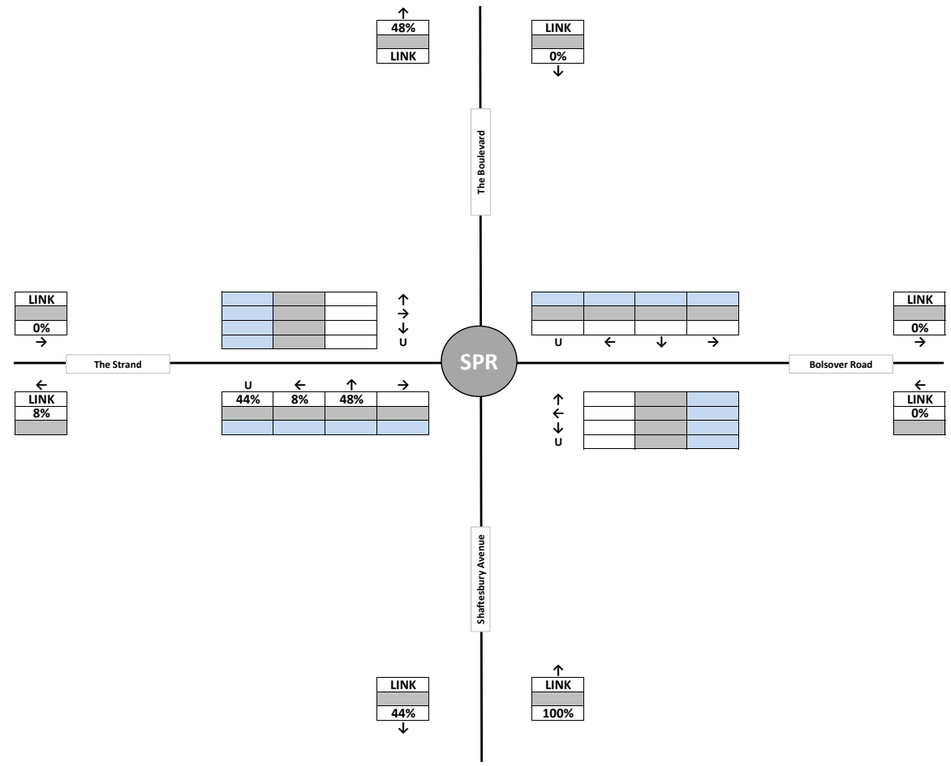
STRAND PARADE ROUNDABOUT
TSN7: DEVELOPMENT TRAFFIC DISTRIBUTION (ARRIVALS)

MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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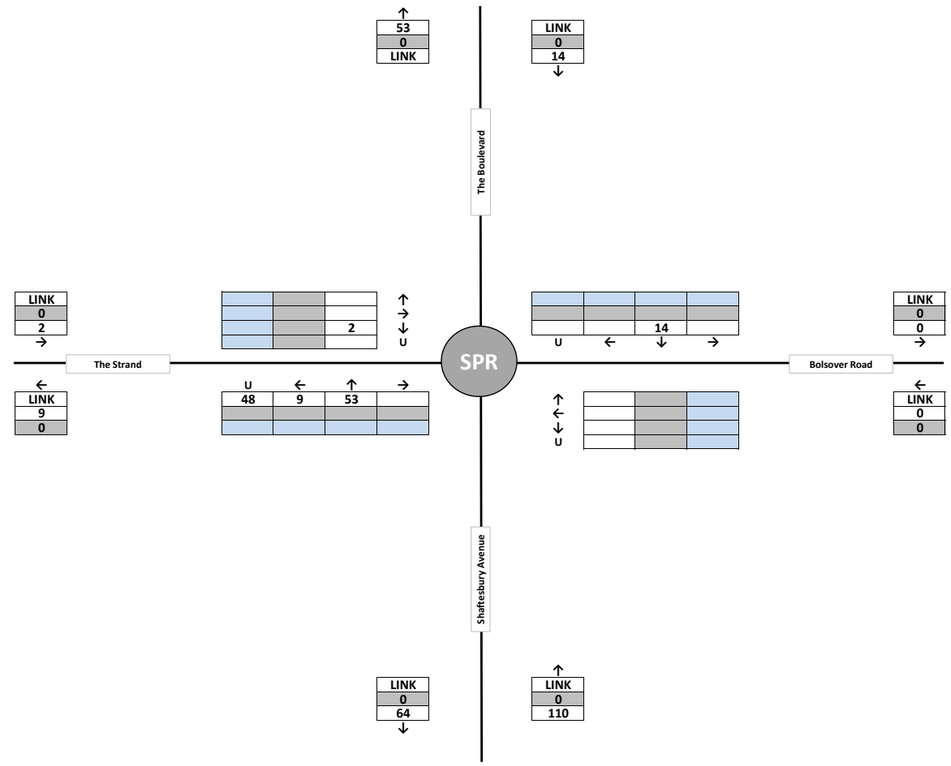
STRAND PARADE ROUNDABOUT
TSN8: DEVELOPMENT TRAFFIC DISTRIBUTION (DEPARTURES)

MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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CONSULTING ENGINEERS
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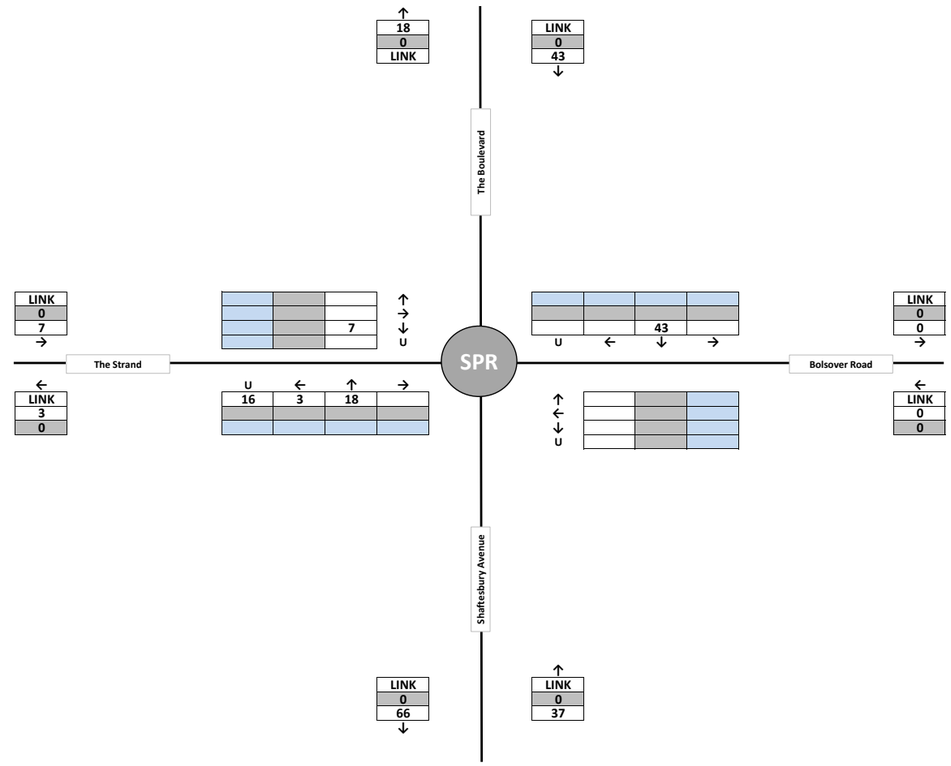
STRAND PARADE ROUNDABOUT
TSN9: PHASE 1 TRAFFIC ASSIGNMENT
AM PEAK HOUR (08:00-09:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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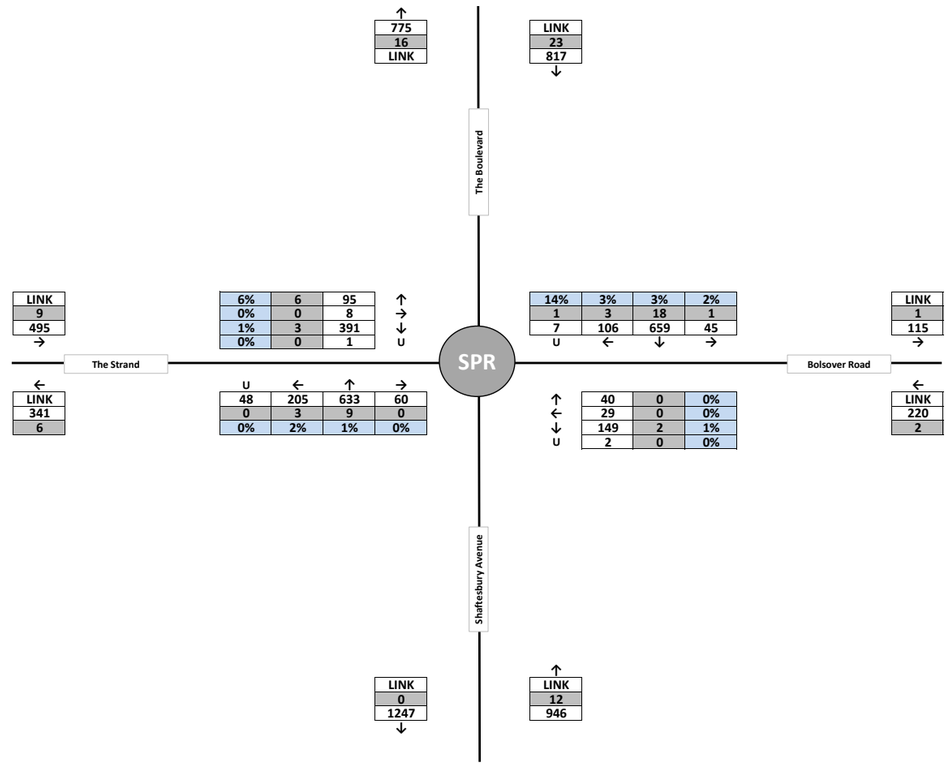
STRAND PARADE ROUNDABOUT
TSN10: PHASE 1 TRAFFIC ASSIGNMENT
PM PEAK HOUR (17:00-18:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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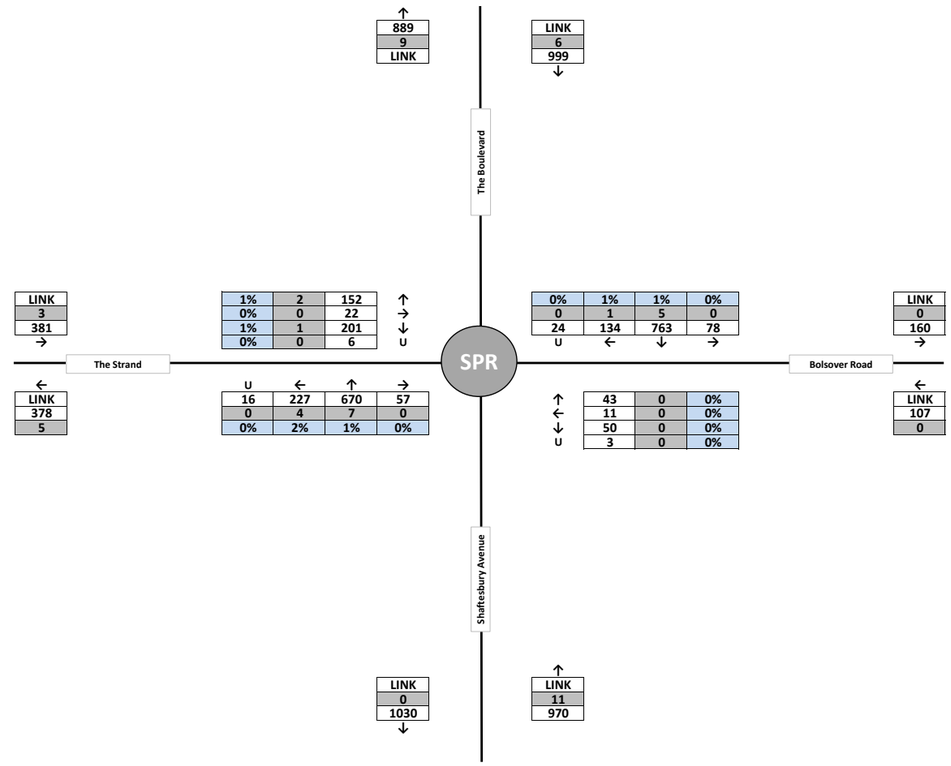
STRAND PARADE ROUNDABOUT
TSN11: 2030 FUTURE YEAR PLUS PHASE 1 FLOWS
AM PEAK HOUR (08:00-09:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



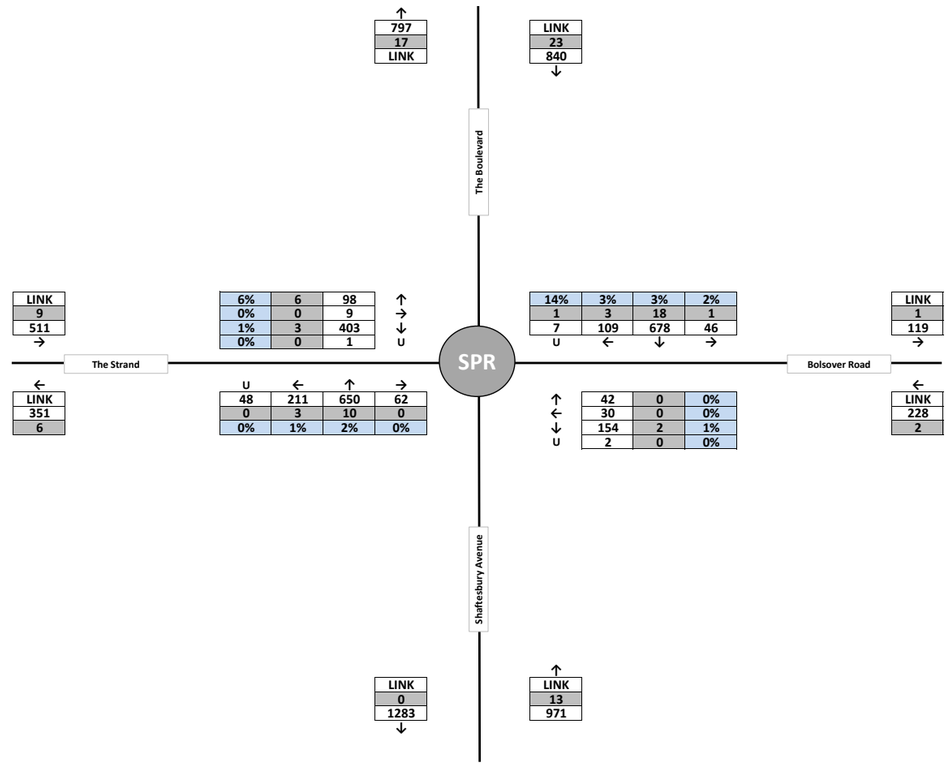
ARDENT
CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

STRAND PARADE ROUNDABOUT
TSN12: 2030 FUTURE YEAR PLUS PHASE 1 FLOWS
PM PEAK HOUR (17:00-18:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



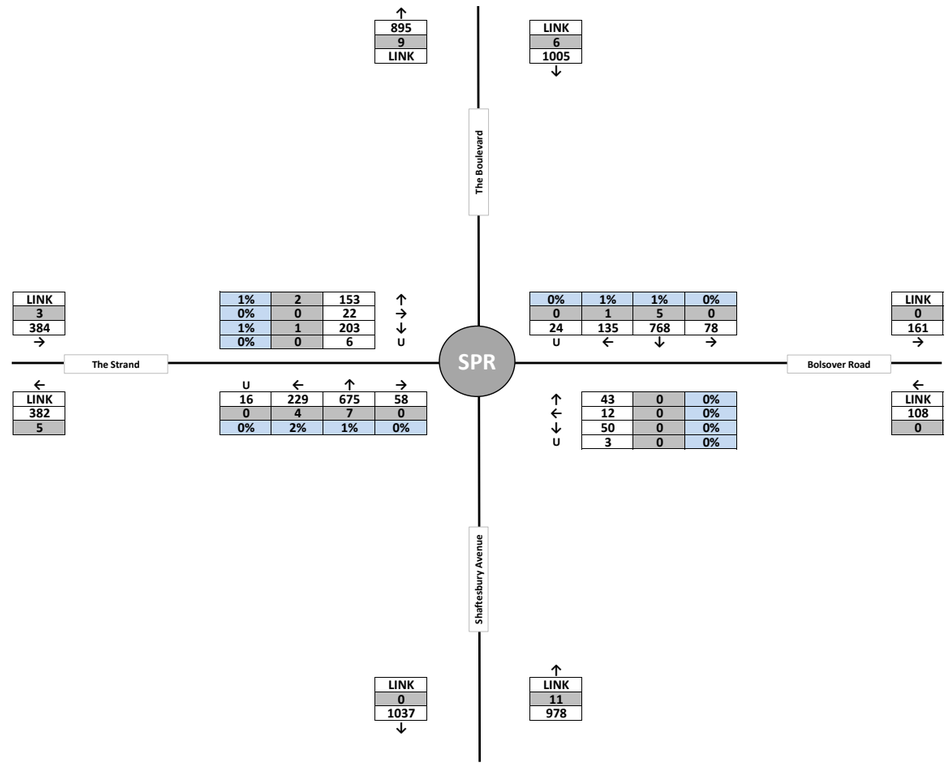
ARDENT
CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

STRAND PARADE ROUNDABOUT
TSN13: 2036 FUTURE YEAR PLUS PHASE 1 FLOWS
AM PEAK HOUR (08:00-09:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



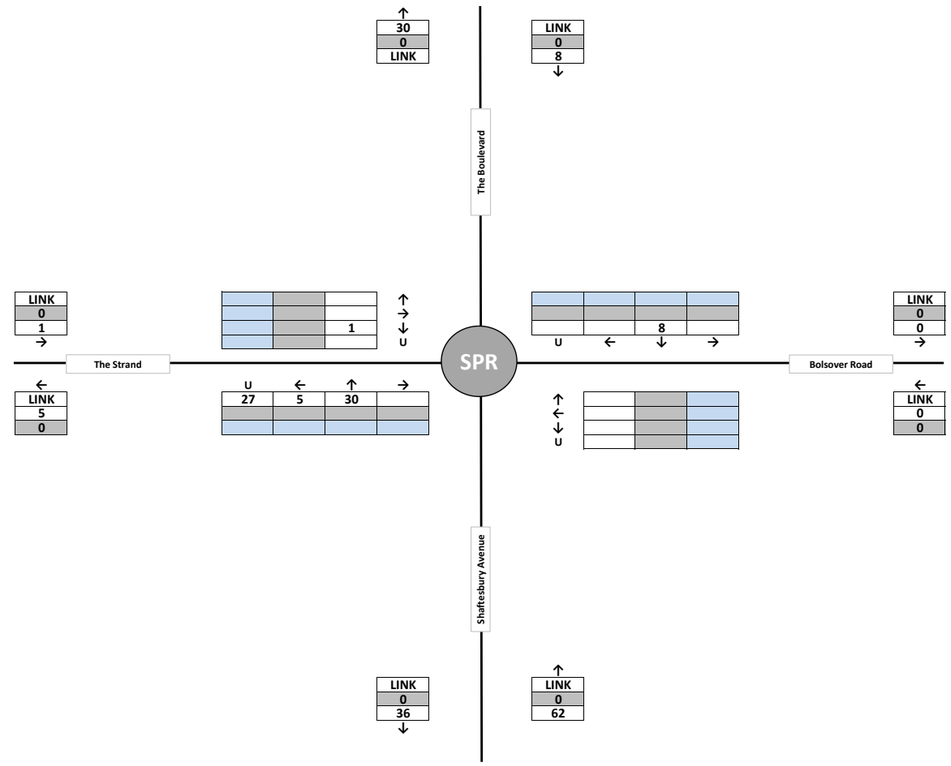
ARDENT
CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

STRAND PARADE ROUNDABOUT
TSN14: 2036 FUTURE YEAR PLUS PHASE 1 FLOWS
PM PEAK HOUR (17:00-18:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



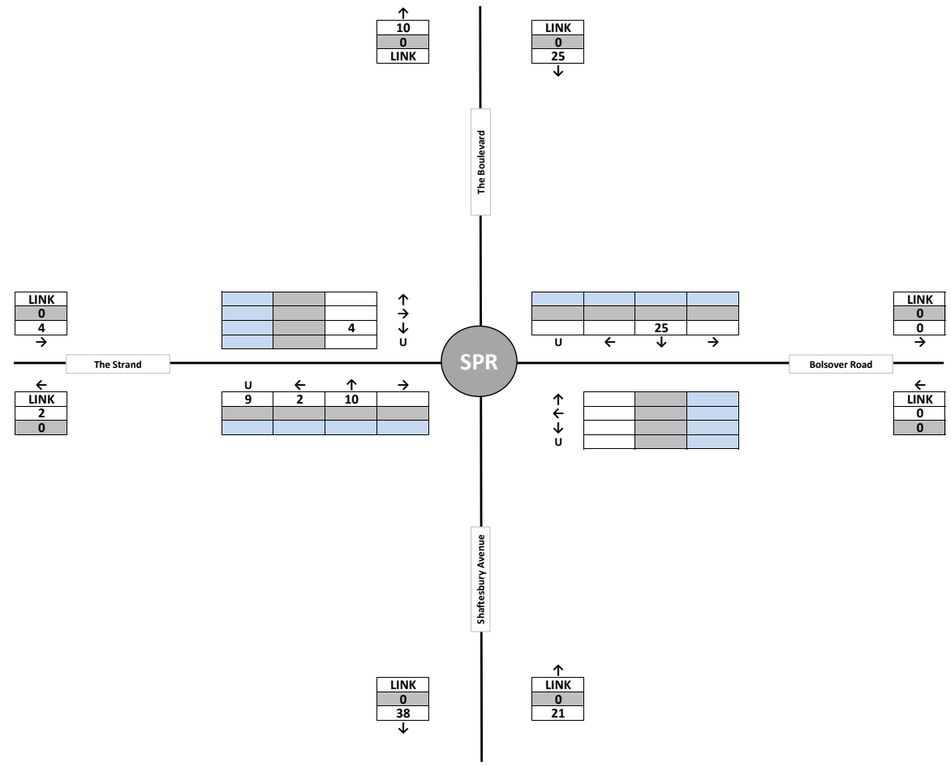
ARDENT
CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

STRAND PARADE ROUNDABOUT
TSN15: DEVELOPMENT TRAFFIC ASSIGNMENT
AM PEAK HOUR (08:00-09:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



ARDENT
CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

STRAND PARADE ROUNDABOUT
TSN16: DEVELOPMENT TRAFFIC ASSIGNMENT
PM PEAK HOUR (17:00-18:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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CONSULTING ENGINEERS
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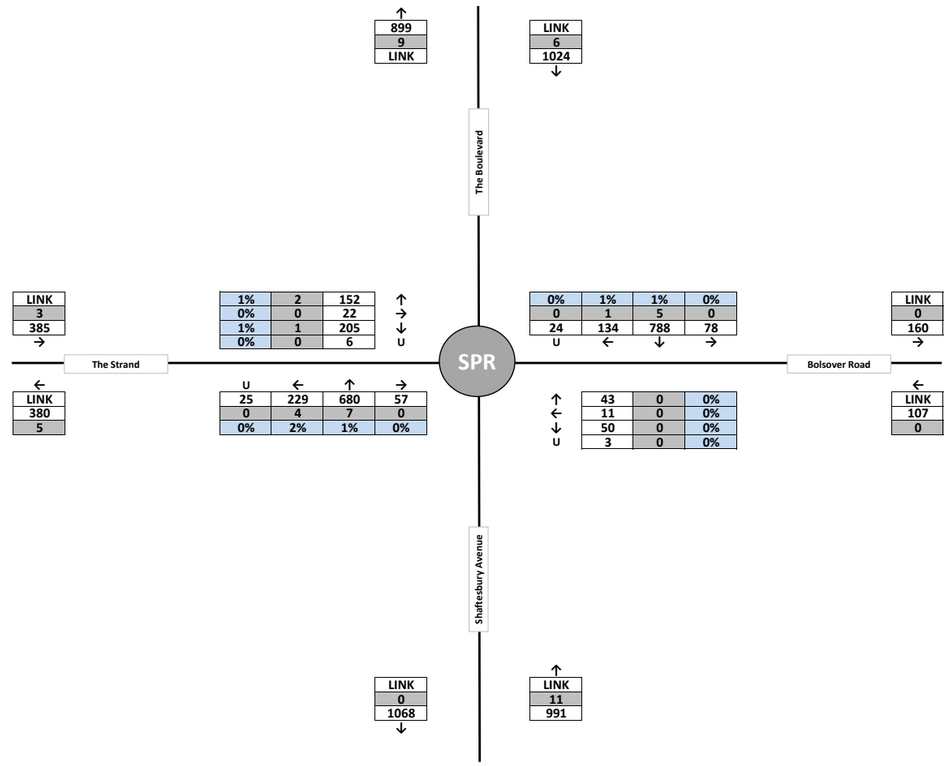
STRAND PARADE ROUNDABOUT
TSN17: 2030 FUTURE YEAR PLUS PHASE 1 FLOWS PLUS DEVELOPMENT FLOWS
AM PEAK HOUR (08:00-09:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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STRAND PARADE ROUNDABOUT
TSN18: 2030 FUTURE YEAR PLUS PHASE 1 FLOWS PLUS DEVELOPMENT FLOWS
PM PEAK HOUR (17:00-18:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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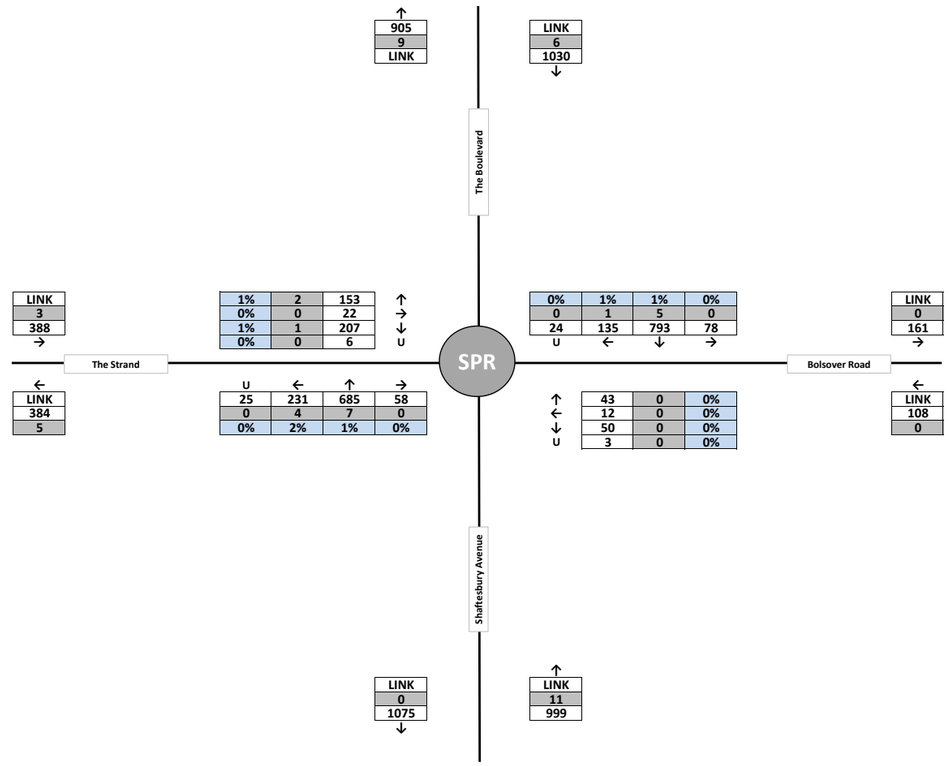
STRAND PARADE ROUNDABOUT
TSN19: 2036 FUTURE YEAR PLUS PHASE 1 FLOWS PLUS DEVELOPMENT FLOWS
AM PEAK HOUR (08:00-09:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

KEY

←	↑	→		
X	X	X	=	Turning Movement
Y	Y	Y	=	All Vehicle Movements
Z%	Z%	Z%	=	HGVs Movements
			=	HGV Percentage
			=	Junctions on Link Not Shown

Notes:



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STRAND PARADE ROUNDABOUT
TSN20: 2036 FUTURE YEAR PLUS PHASE 1 FLOWS PLUS DEVELOPMENT FLOWS
PM PEAK HOUR (17:00-18:00)
MARTLETS WAY, NIB AND SGN - DURRINGTON

Appendix E

ARCADY Output – Strand Parade Roundabout

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Junctions sp roundabout.j11
Path: Y:\ARDENT PROJECTS\2505550_D - Martlets Way, NIB and SGN - Durrington - Transport Post-Sub\9. Transport\MODELLING\ARCADY\Strand Parade Roundabout
Report generation date: 30/10/2026 15:29:57

»D1 - 2026 | Base | AM
»D2 - 2026 | Base | PM
»D3 - 2030 | Future Base | AM
»D4 - 2030 | Future Base | PM
»D7 - 2030 | Phase 1 | AM
»D8 - 2030 | Phase 1 | PM
»D11 - 2030 | Phase 1 & 2 | AM
»D12 - 2030 | Phase 1 & 2 | PM
»D13 - 2036 | Future Base | AM
»D14 - 2036 | Future Base | PM
»D15 - 2036 | Phase 1 | AM
»D16 - 2036 | Phase 1 | PM
»D17 - 2036 | Phase 1 & 2 | AM
»D18 - 2036 | Phase 1 & 2 | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
	2026 - Base									
1 - The Boulevard	D1	1.4	6.04	0.59	6.37	D2	1.7	6.00	0.63	7.38
2 - Bolsover Road		0.5	7.86	0.34			0.2	5.62	0.15	
3 - Shaftesbury Rd		1.9	7.94	0.66			2.9	10.60	0.75	
4 - The Strand		0.5	3.58	0.34			0.4	3.31	0.27	
	2030 - Future Base									
1 - The Boulevard	D3	1.6	6.52	0.62	6.88	D4	1.9	6.51	0.66	8.22
2 - Bolsover Road		0.6	8.54	0.37			0.2	5.91	0.16	
3 - Shaftesbury Rd		2.2	8.65	0.69			3.4	12.14	0.78	
4 - The Strand		0.6	3.73	0.36			0.4	3.44	0.28	
	2030 - Phase 1									
1 - The Boulevard	D7	1.8	7.22	0.64	8.64	D8	1.9	6.73	0.66	9.14
2 - Bolsover Road		0.6	9.50	0.39			0.2	6.06	0.17	
3 - Shaftesbury Rd		3.4	12.07	0.78			4.0	14.02	0.81	
4 - The Strand		0.6	4.09	0.38			0.4	3.56	0.29	
	2030 - Phase 1 & 2									
1 - The Boulevard	D11	1.9	7.67	0.66	10.31	D12	2.1	7.23	0.68	9.90
2 - Bolsover Road		0.7	10.15	0.41			0.2	6.33	0.17	
3 - Shaftesbury Rd		4.6	15.49	0.83			4.5	15.35	0.82	
4 - The Strand		0.7	4.32	0.40			0.4	3.63	0.30	
	2036 - Future Base									
1 - The Boulevard	D13	1.8	7.00	0.64	7.38	D14	1.9	6.63	0.66	8.43
2 - Bolsover Road		0.6	9.22	0.39			0.2	5.97	0.16	
3 - Shaftesbury Rd		2.4	9.35	0.71			3.5	12.52	0.78	
4 - The Strand		0.6	3.86	0.38			0.4	3.46	0.29	
	2036 - Phase 1									
1 - The Boulevard	D15	2.0	7.80	0.67	9.46	D16	2.0	6.85	0.67	9.39
2 - Bolsover Road		0.7	10.35	0.42			0.2	6.13	0.17	
3 - Shaftesbury Rd		3.9	13.48	0.80			4.2	14.52	0.81	
4 - The Strand		0.7	4.25	0.40			0.4	3.59	0.30	
	2036 - Phase 1 & 2									
1 - The Boulevard	D17	2.1	8.33	0.68	11.55	D18	2.2	7.38	0.69	10.21
2 - Bolsover Road		0.8	11.11	0.44			0.2	6.40	0.17	
3 - Shaftesbury Rd		5.4	17.83	0.85			4.7	15.95	0.83	
4 - The Strand		0.7	4.50	0.41			0.4	3.66	0.30	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	22/10/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\enicolas
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓					0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2030	Future Base	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1.037
D4	2030	Future Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*1.0385
D5	x	Phase 1	AM	ONE HOUR	07:45	09:15	15			
D6	x	Phase 1	PM	ONE HOUR	16:45	18:15	15			
D7	2030	Phase 1	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5
D8	2030	Phase 1	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6
D9	x	Phase 2	AM	ONE HOUR	07:45	09:15	15			
D10	x	Phase 2	PM	ONE HOUR	16:45	18:15	15			
D11	2030	Phase 1 & 2	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5+D9
D12	2030	Phase 1 & 2	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6+D10
D13	2036	Future Base	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1.0683
D14	2036	Future Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*1.0465
D15	2036	Phase 1	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D5
D16	2036	Phase 1	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D14
D17	2036	Phase 1 & 2	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9+D13
D18	2036	Phase 1 & 2	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10+D14

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	6.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.37	A

Arms

Arms

Arm	Name	Description	No give-way line
1	The Boulevard		
2	Bolsover Road		
3	Shaftesbury Rd		
4	The Strand		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - The Boulevard	5.79	5.79	0.0	30.3	24.1	20.7		
2 - Bolsover Road	3.90	5.94	6.0	14.4	24.1	29.2		
3 - Shaftesbury Rd	3.70	5.17	26.4	9.2	24.1	15.1		
4 - The Strand	6.20	7.19	7.7	12.2	24.1	16.4		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - The Boulevard	0.707	1840
2 - Bolsover Road	0.607	1454
3 - Shaftesbury Rd	0.617	1490
4 - The Strand	0.755	2125

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	774	100.000
2 - Bolsover Road		ONE HOUR	✓	213	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	806	100.000
4 - The Strand		ONE HOUR	✓	476	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	7	43	622	102
	2 - Bolsover Road	39	2	144	28
	3 - Shaftesbury Rd	559	58	0	189
	4 - The Strand	92	8	375	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	14	2	3	3
	2 - Bolsover Road	0	0	1	0
	3 - Shaftesbury Rd	2	0	0	2
	4 - The Strand	7	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.59	6.04	1.4	1.7	A	710	1065
2 - Bolsover Road	0.34	7.86	0.5	2.2	A	195	293
3 - Shaftesbury Rd	0.66	7.94	1.9	2.9	A	740	1109
4 - The Strand	0.34	3.58	0.5	2.4	A	437	655

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	583	146	333	1555	0.375	580	522	0.0	0.6	3.683	A
2 - Bolsover Road	160	40	830	932	0.172	160	83	0.0	0.2	4.655	A
3 - Shaftesbury Rd	607	152	134	1380	0.440	604	856	0.0	0.8	4.621	A
4 - The Strand	358	90	498	1705	0.210	357	240	0.0	0.3	2.667	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	696	174	399	1510	0.461	695	625	0.6	0.8	4.411	A
2 - Bolsover Road	191	48	994	831	0.230	191	100	0.2	0.3	5.623	A
3 - Shaftesbury Rd	725	181	161	1363	0.532	723	1024	0.8	1.1	5.612	A
4 - The Strand	428	107	597	1631	0.262	428	287	0.3	0.4	2.991	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	852	213	488	1448	0.588	850	765	0.8	1.4	5.995	A
2 - Bolsover Road	235	59	1216	694	0.338	234	122	0.3	0.5	7.806	A
3 - Shaftesbury Rd	887	222	196	1341	0.662	884	1253	1.1	1.9	7.828	A
4 - The Strand	524	131	730	1531	0.342	523	351	0.4	0.5	3.571	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	852	213	489	1448	0.589	852	767	1.4	1.4	6.045	A
2 - Bolsover Road	235	59	1219	692	0.339	234	122	0.5	0.5	7.861	A
3 - Shaftesbury Rd	887	222	197	1341	0.662	887	1256	1.9	1.9	7.936	A
4 - The Strand	524	131	732	1529	0.343	524	352	0.5	0.5	3.581	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	696	174	400	1509	0.461	698	629	1.4	0.9	4.450	A
2 - Bolsover Road	191	48	998	829	0.231	192	100	0.5	0.3	5.665	A
3 - Shaftesbury Rd	725	181	161	1363	0.532	728	1029	1.9	1.2	5.698	A
4 - The Strand	428	107	600	1628	0.263	429	289	0.5	0.4	3.001	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	583	146	335	1554	0.375	584	526	0.9	0.6	3.715	A
2 - Bolsover Road	160	40	835	929	0.173	161	84	0.3	0.2	4.687	A
3 - Shaftesbury Rd	607	152	135	1379	0.440	608	860	1.2	0.8	4.678	A
4 - The Strand	358	90	502	1702	0.211	359	241	0.4	0.3	2.679	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.60	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.21	0.00	0.00	0.21	0.21			N/A	N/A
3 - Shaftesbury Rd	0.78	0.55	1.00	1.40	1.45			N/A	N/A
4 - The Strand	0.27	0.00	0.00	0.27	0.27			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.85	0.08	0.83	1.25	1.70			N/A	N/A
2 - Bolsover Road	0.30	0.00	0.00	0.30	0.30			N/A	N/A
3 - Shaftesbury Rd	1.12	0.07	0.87	2.13	2.92			N/A	N/A
4 - The Strand	0.35	0.00	0.00	0.35	0.35			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.41	0.03	0.26	1.41	1.41			N/A	N/A
2 - Bolsover Road	0.50	0.03	0.26	0.50	0.50			N/A	N/A
3 - Shaftesbury Rd	1.91	0.03	0.27	1.91	2.46			N/A	N/A
4 - The Strand	0.52	0.03	0.25	0.52	0.52			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.42	0.03	0.27	1.42	1.42			N/A	N/A
2 - Bolsover Road	0.51	0.03	0.32	1.47	2.18			N/A	N/A
3 - Shaftesbury Rd	1.93	0.03	0.27	1.93	1.93			N/A	N/A
4 - The Strand	0.52	0.03	0.31	1.44	2.37			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.86	0.19	0.95	1.00	1.00			N/A	N/A
2 - Bolsover Road	0.30	0.00	0.00	0.30	0.30			N/A	N/A
3 - Shaftesbury Rd	1.15	0.10	1.01	1.92	2.58			N/A	N/A
4 - The Strand	0.36	0.00	0.00	0.36	0.36			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.60	0.06	0.62	1.34	1.43			N/A	N/A
2 - Bolsover Road	0.21	0.00	0.00	0.21	0.21			N/A	N/A
3 - Shaftesbury Rd	0.79	0.05	0.57	1.49	1.95			N/A	N/A
4 - The Strand	0.27	0.00	0.00	0.27	0.27			N/A	N/A

D2 - 2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	7.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	920	100.000
2 - Bolsover Road		ONE HOUR	✓	103	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	899	100.000
4 - The Strand		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	23	75	693	129
	2 - Bolsover Road	41	3	48	11
	3 - Shaftesbury Rd	628	55	0	216
	4 - The Strand	146	21	187	6

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	0	0	1	1
	2 - Bolsover Road	0	0	0	0
	3 - Shaftesbury Rd	1	0	0	2
	4 - The Strand	1	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.63	6.00	1.7	2.5	A	844	1266
2 - Bolsover Road	0.15	5.62	0.2	0.5	A	95	142
3 - Shaftesbury Rd	0.75	10.60	2.9	10.2	B	825	1237
4 - The Strand	0.27	3.31	0.4	1.4	A	330	496

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	693	173	204	1680	0.412	690	628	0.0	0.7	3.625	A
2 - Bolsover Road	78	19	778	977	0.079	77	115	0.0	0.1	3.999	A
3 - Shaftesbury Rd	677	169	160	1375	0.492	673	696	0.0	1.0	5.104	A
4 - The Strand	271	68	562	1682	0.161	270	271	0.0	0.2	2.549	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	827	207	244	1652	0.501	826	752	0.7	1.0	4.354	A
2 - Bolsover Road	93	23	932	883	0.105	92	138	0.1	0.1	4.552	A
3 - Shaftesbury Rd	808	202	191	1355	0.596	806	833	1.0	1.5	6.534	A
4 - The Strand	324	81	673	1598	0.203	323	325	0.2	0.3	2.824	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1013	253	299	1613	0.628	1010	919	1.0	1.7	5.947	A
2 - Bolsover Road	113	28	1140	756	0.150	113	169	0.1	0.2	5.601	A
3 - Shaftesbury Rd	990	247	234	1329	0.745	984	1019	1.5	2.8	10.289	B
4 - The Strand	396	99	822	1485	0.267	396	397	0.3	0.4	3.302	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1013	253	299	1613	0.628	1013	922	1.7	1.7	6.002	A
2 - Bolsover Road	113	28	1143	754	0.150	113	170	0.2	0.2	5.618	A
3 - Shaftesbury Rd	990	247	235	1329	0.745	990	1022	2.8	2.9	10.598	B
4 - The Strand	396	99	826	1482	0.267	396	399	0.4	0.4	3.314	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	827	207	245	1651	0.501	830	757	1.7	1.0	4.399	A
2 - Bolsover Road	93	23	936	881	0.105	93	139	0.2	0.1	4.569	A
3 - Shaftesbury Rd	808	202	192	1355	0.597	814	837	2.9	1.5	6.720	A
4 - The Strand	324	81	679	1593	0.203	324	327	0.4	0.3	2.838	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	693	173	205	1679	0.412	694	633	1.0	0.7	3.657	A
2 - Bolsover Road	78	19	783	975	0.080	78	116	0.1	0.1	4.015	A
3 - Shaftesbury Rd	677	169	161	1374	0.493	679	700	1.5	1.0	5.194	A
4 - The Strand	271	68	566	1678	0.162	271	273	0.3	0.2	2.559	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.70	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3 - Shaftesbury Rd	0.96	0.55	1.00	1.40	1.45			N/A	N/A
4 - The Strand	0.19	0.00	0.00	0.19	0.19			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.99	0.07	0.82	1.82	2.47			N/A	N/A
2 - Bolsover Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A
3 - Shaftesbury Rd	1.45	0.06	0.76	3.44	4.97			N/A	N/A
4 - The Strand	0.25	0.00	0.00	0.25	0.25			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.66	0.03	0.26	1.66	1.66			N/A	N/A
2 - Bolsover Road	0.18	0.03	0.26	0.46	0.49			N/A	N/A
3 - Shaftesbury Rd	2.80	0.03	0.29	2.80	10.22			N/A	N/A
4 - The Strand	0.36	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.67	0.03	0.26	1.67	1.67			N/A	N/A
2 - Bolsover Road	0.18	0.03	0.25	0.45	0.48			N/A	N/A
3 - Shaftesbury Rd	2.86	0.03	0.27	2.86	3.83			N/A	N/A
4 - The Strand	0.36	0.03	0.33	1.20	1.44			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.01	0.16	1.01	1.44	1.77			N/A	N/A
2 - Bolsover Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A
3 - Shaftesbury Rd	1.50	0.06	0.88	3.47	4.93			N/A	N/A
4 - The Strand	0.26	0.00	0.00	0.26	0.26			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.71	0.06	0.68	1.33	1.33			N/A	N/A
2 - Bolsover Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3 - Shaftesbury Rd	0.98	0.04	0.42	2.38	3.80			N/A	N/A
4 - The Strand	0.19	0.00	0.00	0.19	0.19			N/A	N/A

D3 - 2030 | Future Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	6.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2030	Future Base	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1.037

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	803	100.000
2 - Bolsover Road		ONE HOUR	✓	221	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	836	100.000
4 - The Strand		ONE HOUR	✓	494	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	7	45	645	106
	2 - Bolsover Road	40	2	149	29
	3 - Shaftesbury Rd	580	60	0	196
	4 - The Strand	95	8	389	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	14	2	3	3
	2 - Bolsover Road	0	0	1	0
	3 - Shaftesbury Rd	2	0	0	2
	4 - The Strand	7	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.62	6.52	1.6	1.9	A	737	1105
2 - Bolsover Road	0.37	8.54	0.6	2.7	A	203	304
3 - Shaftesbury Rd	0.69	8.65	2.2	4.3	A	767	1150
4 - The Strand	0.36	3.73	0.6	2.6	A	453	679

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	604	151	345	1547	0.391	602	541	0.0	0.6	3.800	A
2 - Bolsover Road	166	42	861	913	0.182	165	86	0.0	0.2	4.807	A
3 - Shaftesbury Rd	629	157	139	1377	0.457	626	887	0.0	0.8	4.775	A
4 - The Strand	372	93	516	1691	0.220	370	249	0.0	0.3	2.722	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	722	180	413	1500	0.481	720	649	0.6	0.9	4.613	A
2 - Bolsover Road	199	50	1031	809	0.246	198	103	0.2	0.3	5.894	A
3 - Shaftesbury Rd	751	188	167	1360	0.553	750	1062	0.8	1.2	5.888	A
4 - The Strand	444	111	619	1614	0.275	443	298	0.3	0.4	3.074	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	884	221	506	1436	0.616	881	793	0.9	1.6	6.459	A
2 - Bolsover Road	243	61	1261	666	0.365	242	126	0.3	0.6	8.467	A
3 - Shaftesbury Rd	920	230	204	1337	0.689	917	1299	1.2	2.1	8.495	A
4 - The Strand	543	136	756	1511	0.360	543	364	0.4	0.6	3.717	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	884	221	507	1435	0.616	884	796	1.6	1.6	6.525	A
2 - Bolsover Road	243	61	1264	665	0.366	243	127	0.6	0.6	8.540	A
3 - Shaftesbury Rd	920	230	204	1336	0.689	920	1303	2.1	2.2	8.646	A
4 - The Strand	543	136	759	1509	0.360	543	365	0.6	0.6	3.728	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	722	180	415	1499	0.481	724	653	1.6	0.9	4.661	A
2 - Bolsover Road	199	50	1035	806	0.246	200	104	0.6	0.3	5.946	A
3 - Shaftesbury Rd	751	188	168	1359	0.553	755	1067	2.2	1.3	5.997	A
4 - The Strand	444	111	623	1611	0.275	444	300	0.6	0.4	3.089	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	604	151	347	1546	0.391	605	545	0.9	0.6	3.835	A
2 - Bolsover Road	166	42	866	910	0.183	167	87	0.3	0.2	4.843	A
3 - Shaftesbury Rd	629	157	140	1376	0.457	631	892	1.3	0.9	4.843	A
4 - The Strand	372	93	521	1688	0.220	372	250	0.4	0.3	2.735	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.64	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.22	0.00	0.00	0.22	0.22			N/A	N/A
3 - Shaftesbury Rd	0.83	0.55	1.00	1.40	1.45			N/A	N/A
4 - The Strand	0.28	0.00	0.00	0.28	0.28			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.92	0.07	0.82	1.58	1.94			N/A	N/A
2 - Bolsover Road	0.32	0.00	0.00	0.32	0.32			N/A	N/A
3 - Shaftesbury Rd	1.22	0.06	0.84	2.57	3.58			N/A	N/A
4 - The Strand	0.38	0.00	0.00	0.38	0.38			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.57	0.03	0.26	1.57	1.57			N/A	N/A
2 - Bolsover Road	0.57	0.03	0.26	0.57	0.57			N/A	N/A
3 - Shaftesbury Rd	2.15	0.03	0.28	2.15	4.34			N/A	N/A
4 - The Strand	0.56	0.03	0.25	0.56	0.56			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.59	0.03	0.27	1.59	1.59			N/A	N/A
2 - Bolsover Road	0.57	0.03	0.31	1.04	2.66			N/A	N/A
3 - Shaftesbury Rd	2.18	0.03	0.27	2.18	2.18			N/A	N/A
4 - The Strand	0.56	0.03	0.30	1.41	2.63			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.94	0.15	0.96	1.18	1.62			N/A	N/A
2 - Bolsover Road	0.33	0.00	0.00	0.33	0.33			N/A	N/A
3 - Shaftesbury Rd	1.25	0.08	1.00	2.40	3.15			N/A	N/A
4 - The Strand	0.38	0.00	0.00	0.38	0.38			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.65	0.06	0.61	1.40	1.49			N/A	N/A
2 - Bolsover Road	0.22	0.00	0.00	0.22	0.22			N/A	N/A
3 - Shaftesbury Rd	0.85	0.05	0.49	1.76	2.55			N/A	N/A
4 - The Strand	0.28	0.00	0.00	0.28	0.28			N/A	N/A

D4 - 2030 | Future Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	8.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2030	Future Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*1.0385

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	955	100.000
2 - Bolsover Road		ONE HOUR	✓	107	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	934	100.000
4 - The Strand		ONE HOUR	✓	374	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	24	78	720	134
	2 - Bolsover Road	43	3	50	11
	3 - Shaftesbury Rd	652	57	0	224
	4 - The Strand	152	22	194	6

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	0	0	1	1
	2 - Bolsover Road	0	0	0	0
	3 - Shaftesbury Rd	1	0	0	2
	4 - The Strand	1	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.66	6.51	1.9	2.9	A	877	1315
2 - Bolsover Road	0.16	5.91	0.2	0.5	A	98	147
3 - Shaftesbury Rd	0.78	12.14	3.4	14.6	B	857	1285
4 - The Strand	0.28	3.44	0.4	1.2	A	343	515

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	719	180	212	1674	0.430	716	652	0.0	0.7	3.747	A
2 - Bolsover Road	81	20	808	959	0.084	80	120	0.0	0.1	4.094	A
3 - Shaftesbury Rd	703	176	166	1371	0.513	699	723	0.0	1.0	5.324	A
4 - The Strand	281	70	583	1665	0.169	281	282	0.0	0.2	2.598	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	859	215	254	1645	0.522	858	781	0.7	1.1	4.565	A
2 - Bolsover Road	96	24	968	861	0.112	96	144	0.1	0.1	4.704	A
3 - Shaftesbury Rd	839	210	199	1351	0.621	837	865	1.0	1.6	6.978	A
4 - The Strand	336	84	698	1578	0.213	336	337	0.2	0.3	2.897	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1052	263	310	1605	0.655	1049	953	1.1	1.9	6.438	A
2 - Bolsover Road	118	29	1184	729	0.162	118	175	0.1	0.2	5.884	A
3 - Shaftesbury Rd	1028	257	243	1323	0.777	1021	1058	1.6	3.3	11.650	B
4 - The Strand	412	103	852	1462	0.282	411	412	0.3	0.4	3.422	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1052	263	311	1604	0.656	1052	958	1.9	1.9	6.512	A
2 - Bolsover Road	118	29	1187	727	0.162	118	176	0.2	0.2	5.906	A
3 - Shaftesbury Rd	1028	257	244	1323	0.777	1028	1061	3.3	3.4	12.141	B
4 - The Strand	412	103	857	1458	0.282	412	414	0.4	0.4	3.438	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	859	215	255	1644	0.522	862	787	1.9	1.1	4.620	A
2 - Bolsover Road	96	24	972	859	0.112	96	144	0.2	0.1	4.724	A
3 - Shaftesbury Rd	839	210	200	1350	0.622	846	869	3.4	1.7	7.236	A
4 - The Strand	336	84	706	1573	0.214	337	340	0.4	0.3	2.912	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	719	180	213	1674	0.430	721	657	1.1	0.8	3.785	A
2 - Bolsover Road	81	20	813	956	0.084	81	121	0.1	0.1	4.112	A
3 - Shaftesbury Rd	703	176	167	1370	0.513	705	727	1.7	1.1	5.436	A
4 - The Strand	281	70	588	1661	0.169	282	284	0.3	0.2	2.609	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.75	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3 - Shaftesbury Rd	1.04	0.55	1.00	1.40	1.45			N/A	N/A
4 - The Strand	0.20	0.00	0.00	0.20	0.20			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.08	0.06	0.79	2.12	2.95			N/A	N/A
2 - Bolsover Road	0.12	0.00	0.00	0.12	0.12			N/A	N/A
3 - Shaftesbury Rd	1.61	0.06	0.71	3.95	5.93			N/A	N/A
4 - The Strand	0.27	0.00	0.00	0.27	0.27			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.86	0.03	0.27	1.86	1.86			N/A	N/A
2 - Bolsover Road	0.19	0.03	0.26	0.46	0.49			N/A	N/A
3 - Shaftesbury Rd	3.29	0.03	0.30	3.29	14.64			N/A	N/A
4 - The Strand	0.39	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.88	0.03	0.26	1.88	1.88			N/A	N/A
2 - Bolsover Road	0.19	0.03	0.25	0.45	0.48			N/A	N/A
3 - Shaftesbury Rd	3.38	0.03	0.28	3.38	6.79			N/A	N/A
4 - The Strand	0.39	0.03	0.33	1.20	1.20			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.11	0.12	1.04	1.74	2.00			N/A	N/A
2 - Bolsover Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - Shaftesbury Rd	1.68	0.06	0.74	4.15	6.23			N/A	N/A
4 - The Strand	0.27	0.00	0.00	0.27	0.27			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.76	0.06	0.64	1.22	1.73			N/A	N/A
2 - Bolsover Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3 - Shaftesbury Rd	1.07	0.04	0.39	2.69	4.64			N/A	N/A
4 - The Strand	0.20	0.00	0.00	0.20	0.20			N/A	N/A

D7 - 2030 | Phase 1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	8.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2030	Phase 1	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	817	100.000
2 - Bolsover Road		ONE HOUR	✓	221	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	946	100.000
4 - The Strand		ONE HOUR	✓	496	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	7	45	659	106
	2 - Bolsover Road	40	2	149	29
	3 - Shaftesbury Rd	633	60	48	205
	4 - The Strand	95	8	391	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	14	2	3	3
	2 - Bolsover Road	0	0	1	0
	3 - Shaftesbury Rd	2	0	1	2
	4 - The Strand	7	0	0.99	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.64	7.22	1.8	2.5	A	749	1124
2 - Bolsover Road	0.39	9.50	0.6	3.0	A	203	304
3 - Shaftesbury Rd	0.78	12.07	3.4	14.7	B	868	1302
4 - The Strand	0.38	4.09	0.6	2.9	A	455	682

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	615	154	383	1522	0.404	612	581	0.0	0.7	3.947	A
2 - Bolsover Road	166	42	909	884	0.188	165	86	0.0	0.2	5.002	A
3 - Shaftesbury Rd	712	178	139	1379	0.516	708	935	0.0	1.1	5.333	A
4 - The Strand	373	93	592	1636	0.228	372	255	0.0	0.3	2.846	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	734	184	458	1470	0.500	733	696	0.7	1.0	4.879	A
2 - Bolsover Road	199	50	1088	774	0.257	198	103	0.2	0.3	6.244	A
3 - Shaftesbury Rd	850	213	167	1362	0.624	848	1119	1.1	1.6	6.974	A
4 - The Strand	446	111	709	1548	0.288	445	306	0.3	0.4	3.263	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	899	225	561	1399	0.643	896	849	1.0	1.8	7.117	A
2 - Bolsover Road	243	61	1330	624	0.390	242	126	0.3	0.6	9.392	A
3 - Shaftesbury Rd	1041	260	204	1339	0.778	1035	1369	1.6	3.3	11.581	B
4 - The Strand	546	136	865	1430	0.382	545	373	0.4	0.6	4.062	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	899	225	562	1398	0.643	899	854	1.8	1.8	7.216	A
2 - Bolsover Road	243	61	1334	622	0.391	243	127	0.6	0.6	9.505	A
3 - Shaftesbury Rd	1041	260	204	1338	0.778	1041	1373	3.3	3.4	12.069	B
4 - The Strand	546	136	870	1426	0.383	546	375	0.6	0.6	4.087	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	734	184	460	1468	0.500	737	702	1.8	1.0	4.945	A
2 - Bolsover Road	199	50	1093	770	0.258	200	104	0.6	0.4	6.323	A
3 - Shaftesbury Rd	850	213	168	1361	0.625	857	1125	3.4	1.7	7.236	A
4 - The Strand	446	111	716	1542	0.289	446	308	0.6	0.4	3.290	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	615	154	385	1520	0.404	616	586	1.0	0.7	3.988	A
2 - Bolsover Road	166	42	914	881	0.189	167	87	0.4	0.2	5.044	A
3 - Shaftesbury Rd	712	178	140	1378	0.517	715	941	1.7	1.1	5.444	A
4 - The Strand	373	93	597	1631	0.229	374	257	0.4	0.3	2.864	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.67	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A
3 - Shaftesbury Rd	1.05	0.55	1.00	1.40	1.45			N/A	N/A
4 - The Strand	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.99	0.07	0.81	1.80	2.45			N/A	N/A
2 - Bolsover Road	0.34	0.00	0.00	0.34	0.34			N/A	N/A
3 - Shaftesbury Rd	1.63	0.06	0.71	4.01	6.03			N/A	N/A
4 - The Strand	0.40	0.00	0.00	0.40	0.40			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.76	0.03	0.27	1.76	1.76			N/A	N/A
2 - Bolsover Road	0.63	0.03	0.26	0.63	0.63			N/A	N/A
3 - Shaftesbury Rd	3.31	0.03	0.30	3.31	14.73			N/A	N/A
4 - The Strand	0.61	0.03	0.25	0.61	0.61			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.78	0.03	0.27	1.78	1.78			N/A	N/A
2 - Bolsover Road	0.64	0.03	0.31	1.10	2.98			N/A	N/A
3 - Shaftesbury Rd	3.41	0.03	0.28	3.41	6.74			N/A	N/A
4 - The Strand	0.62	0.03	0.29	1.34	2.87			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.01	0.11	0.98	1.57	1.88			N/A	N/A
2 - Bolsover Road	0.35	0.00	0.00	0.35	0.35			N/A	N/A
3 - Shaftesbury Rd	1.70	0.06	0.74	4.23	6.35			N/A	N/A
4 - The Strand	0.41	0.00	0.00	0.41	0.41			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.68	0.05	0.56	1.48	1.54			N/A	N/A
2 - Bolsover Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A
3 - Shaftesbury Rd	1.08	0.04	0.39	2.73	4.71			N/A	N/A
4 - The Strand	0.30	0.00	0.00	0.30	0.30			N/A	N/A

D8 - 2030 | Phase 1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	9.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.14	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2030	Phase 1	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	955	100.000
2 - Bolsover Road		ONE HOUR	✓	107	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	971	100.000
4 - The Strand		ONE HOUR	✓	381	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	24	78	720	134
	2 - Bolsover Road	43	3	50	11
	3 - Shaftesbury Rd	670	57	16	227
	4 - The Strand	152	22	201	6

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	0	0	1	1
	2 - Bolsover Road	0	0	0	0
	3 - Shaftesbury Rd	0.97	0	1	2
	4 - The Strand	1	0	0.97	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.66	6.73	1.9	3.1	A	877	1315
2 - Bolsover Road	0.17	6.06	0.2	0.5	A	98	147
3 - Shaftesbury Rd	0.81	14.02	4.0	19.5	B	891	1336
4 - The Strand	0.29	3.56	0.4	1.4	A	349	524

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	719	180	229	1662	0.433	716	665	0.0	0.8	3.793	A
2 - Bolsover Road	81	20	826	948	0.085	80	120	0.0	0.1	4.144	A
3 - Shaftesbury Rd	731	183	166	1371	0.533	726	740	0.0	1.1	5.543	A
4 - The Strand	287	72	608	1647	0.174	286	284	0.0	0.2	2.644	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	859	215	274	1630	0.527	858	797	0.8	1.1	4.649	A
2 - Bolsover Road	96	24	988	849	0.113	96	143	0.1	0.1	4.782	A
3 - Shaftesbury Rd	873	218	199	1351	0.646	870	886	1.1	1.8	7.440	A
4 - The Strand	342	86	729	1556	0.220	342	340	0.2	0.3	2.966	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1052	263	335	1587	0.663	1049	972	1.1	1.9	6.642	A
2 - Bolsover Road	118	29	1209	714	0.165	117	175	0.1	0.2	6.034	A
3 - Shaftesbury Rd	1069	267	243	1324	0.807	1060	1083	1.8	3.9	13.240	B
4 - The Strand	419	105	888	1435	0.292	419	415	0.3	0.4	3.539	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1052	263	336	1587	0.663	1052	978	1.9	1.9	6.729	A
2 - Bolsover Road	118	29	1212	712	0.165	118	176	0.2	0.2	6.060	A
3 - Shaftesbury Rd	1069	267	244	1323	0.807	1068	1086	3.9	4.0	14.018	B
4 - The Strand	419	105	895	1431	0.293	419	417	0.4	0.4	3.558	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	859	215	276	1629	0.527	862	805	1.9	1.1	4.711	A
2 - Bolsover Road	96	24	993	846	0.114	96	145	0.2	0.1	4.807	A
3 - Shaftesbury Rd	873	218	200	1350	0.646	881	890	4.0	1.9	7.809	A
4 - The Strand	342	86	738	1549	0.221	343	343	0.4	0.3	2.987	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	719	180	230	1661	0.433	721	671	1.1	0.8	3.832	A
2 - Bolsover Road	81	20	830	946	0.085	81	121	0.1	0.1	4.162	A
3 - Shaftesbury Rd	731	183	167	1371	0.533	734	744	1.9	1.2	5.678	A
4 - The Strand	287	72	614	1642	0.175	287	286	0.3	0.2	2.656	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.76	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3 - Shaftesbury Rd	1.13	0.55	1.00	1.40	1.45			N/A	N/A
4 - The Strand	0.21	0.00	0.00	0.21	0.21			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.10	0.06	0.78	2.23	3.08			N/A	N/A
2 - Bolsover Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - Shaftesbury Rd	1.78	0.05	0.66	4.57	6.94			N/A	N/A
4 - The Strand	0.28	0.00	0.00	0.28	0.28			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.92	0.03	0.27	1.92	1.92			N/A	N/A
2 - Bolsover Road	0.20	0.03	0.26	0.46	0.49			N/A	N/A
3 - Shaftesbury Rd	3.90	0.03	0.32	5.70	19.53			N/A	N/A
4 - The Strand	0.41	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.95	0.03	0.27	1.95	1.95			N/A	N/A
2 - Bolsover Road	0.20	0.03	0.25	0.45	0.48			N/A	N/A
3 - Shaftesbury Rd	4.04	0.03	0.28	4.04	11.53			N/A	N/A
4 - The Strand	0.41	0.03	0.33	1.32	1.44			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.13	0.12	1.04	1.80	2.25			N/A	N/A
2 - Bolsover Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - Shaftesbury Rd	1.87	0.05	0.55	4.89	7.64			N/A	N/A
4 - The Strand	0.28	0.00	0.00	0.28	0.28			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.77	0.06	0.62	1.33	1.81			N/A	N/A
2 - Bolsover Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3 - Shaftesbury Rd	1.16	0.04	0.36	2.90	5.46			N/A	N/A
4 - The Strand	0.21	0.00	0.00	0.21	0.21			N/A	N/A

D11 - 2030 | Phase 1 & 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	10.31	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.31	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2030	Phase 1 & 2	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5+D9

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	825	100.000
2 - Bolsover Road		ONE HOUR	✓	221	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	1008	100.000
4 - The Strand		ONE HOUR	✓	497	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	7	45	667	106
	2 - Bolsover Road	40	2	149	29
	3 - Shaftesbury Rd	663	60	75	210
	4 - The Strand	95	8	392	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	14	2	3	3
	2 - Bolsover Road	0	0	1	0
	3 - Shaftesbury Rd	2	0	1	2
	4 - The Strand	7	0	0.99	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.66	7.67	1.9	2.7	A	757	1135
2 - Bolsover Road	0.41	10.15	0.7	3.3	B	203	304
3 - Shaftesbury Rd	0.83	15.49	4.6	23.4	C	925	1387
4 - The Strand	0.40	4.32	0.7	3.0	A	456	684

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	621	155	404	1508	0.412	618	603	0.0	0.7	4.035	A
2 - Bolsover Road	166	42	936	868	0.192	165	86	0.0	0.2	5.118	A
3 - Shaftesbury Rd	759	190	139	1380	0.550	754	962	0.0	1.2	5.709	A
4 - The Strand	374	93	634	1604	0.233	373	259	0.0	0.3	2.920	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	741	185	483	1453	0.510	740	722	0.7	1.0	5.043	A
2 - Bolsover Road	199	50	1120	754	0.263	198	103	0.2	0.4	6.467	A
3 - Shaftesbury Rd	906	227	167	1363	0.665	903	1152	1.2	1.9	7.780	A
4 - The Strand	446	112	760	1510	0.296	446	310	0.3	0.4	3.381	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	908	227	591	1378	0.659	905	880	1.0	1.9	7.546	A
2 - Bolsover Road	243	61	1369	601	0.405	242	126	0.4	0.7	10.002	B
3 - Shaftesbury Rd	1110	277	203	1340	0.828	1100	1408	1.9	4.4	14.420	B
4 - The Strand	547	137	925	1386	0.395	546	378	0.4	0.6	4.282	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	908	227	593	1377	0.659	908	887	1.9	1.9	7.670	A
2 - Bolsover Road	243	61	1374	598	0.407	243	127	0.7	0.7	10.150	B
3 - Shaftesbury Rd	1110	277	204	1339	0.829	1109	1413	4.4	4.6	15.488	C
4 - The Strand	547	137	933	1380	0.396	547	381	0.6	0.7	4.320	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	741	185	486	1451	0.511	745	732	1.9	1.1	5.124	A
2 - Bolsover Road	199	50	1127	750	0.265	200	104	0.7	0.4	6.555	A
3 - Shaftesbury Rd	906	227	168	1362	0.665	916	1159	4.6	2.0	8.255	A
4 - The Strand	446	112	770	1502	0.297	447	314	0.7	0.4	3.416	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	621	155	406	1506	0.412	622	609	1.1	0.7	4.079	A
2 - Bolsover Road	166	42	941	864	0.192	167	87	0.4	0.2	5.164	A
3 - Shaftesbury Rd	759	190	140	1379	0.550	762	968	2.0	1.2	5.863	A
4 - The Strand	374	93	641	1599	0.234	374	261	0.4	0.3	2.939	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.69	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.24	0.00	0.00	0.24	0.24			N/A	N/A
3 - Shaftesbury Rd	1.20	0.55	1.00	1.40	1.45			N/A	N/A
4 - The Strand	0.30	0.00	0.00	0.30	0.30			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.03	0.06	0.80	1.93	2.72			N/A	N/A
2 - Bolsover Road	0.35	0.00	0.00	0.35	0.35			N/A	N/A
3 - Shaftesbury Rd	1.94	0.05	0.64	5.02	7.78			N/A	N/A
4 - The Strand	0.42	0.00	0.00	0.42	0.42			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.89	0.03	0.27	1.89	2.02			N/A	N/A
2 - Bolsover Road	0.67	0.03	0.26	0.67	0.67			N/A	N/A
3 - Shaftesbury Rd	4.42	0.03	0.33	8.11	23.43			N/A	N/A
4 - The Strand	0.65	0.03	0.25	0.65	0.65			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.91	0.03	0.27	1.91	1.91			N/A	N/A
2 - Bolsover Road	0.68	0.03	0.30	1.14	3.26			N/A	N/A
3 - Shaftesbury Rd	4.61	0.03	0.29	4.61	16.05			N/A	N/A
4 - The Strand	0.65	0.03	0.29	1.27	2.95			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.06	0.10	0.98	1.72	2.04			N/A	N/A
2 - Bolsover Road	0.36	0.00	0.00	0.36	0.36			N/A	N/A
3 - Shaftesbury Rd	2.04	0.05	0.49	5.49	8.79			N/A	N/A
4 - The Strand	0.43	0.00	0.00	0.43	0.43			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.71	0.05	0.51	1.18	1.74			N/A	N/A
2 - Bolsover Road	0.24	0.00	0.00	0.24	0.24			N/A	N/A
3 - Shaftesbury Rd	1.24	0.04	0.35	3.03	6.05			N/A	N/A
4 - The Strand	0.31	0.00	0.00	0.31	0.31			N/A	N/A

D12 - 2030 | Phase 1 & 2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	9.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2030	Phase 1 & 2	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6+D10

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	980	100.000
2 - Bolsover Road		ONE HOUR	✓	107	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	992	100.000
4 - The Strand		ONE HOUR	✓	385	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	24	78	745	134
	2 - Bolsover Road	43	3	50	11
	3 - Shaftesbury Rd	680	57	25	229
	4 - The Strand	152	22	205	6

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	0	0	0.97	1
	2 - Bolsover Road	0	0	0	0
	3 - Shaftesbury Rd	0.96	0	1	2
	4 - The Strand	1	0	0.95	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.68	7.23	2.1	3.6	A	900	1349
2 - Bolsover Road	0.17	6.33	0.2	0.5	A	98	147
3 - Shaftesbury Rd	0.82	15.35	4.5	22.8	C	910	1365
4 - The Strand	0.30	3.63	0.4	1.6	A	353	530

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	738	185	239	1656	0.446	735	672	0.0	0.8	3.897	A
2 - Bolsover Road	81	20	854	931	0.086	80	120	0.0	0.1	4.228	A
3 - Shaftesbury Rd	747	187	166	1371	0.544	742	768	0.0	1.2	5.677	A
4 - The Strand	290	72	622	1636	0.177	289	285	0.0	0.2	2.671	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	881	220	286	1623	0.543	880	805	0.8	1.2	4.837	A
2 - Bolsover Road	96	24	1022	828	0.116	96	143	0.1	0.1	4.915	A
3 - Shaftesbury Rd	891	223	199	1351	0.660	889	920	1.2	1.9	7.732	A
4 - The Strand	346	86	746	1543	0.224	346	342	0.2	0.3	3.006	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1079	270	350	1578	0.684	1076	982	1.2	2.1	7.118	A
2 - Bolsover Road	118	29	1250	689	0.171	117	175	0.1	0.2	6.300	A
3 - Shaftesbury Rd	1092	273	243	1324	0.825	1082	1125	1.9	4.3	14.324	B
4 - The Strand	424	106	908	1421	0.298	423	417	0.3	0.4	3.607	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1079	270	351	1577	0.685	1079	989	2.1	2.1	7.230	A
2 - Bolsover Road	118	29	1254	686	0.172	118	176	0.2	0.2	6.331	A
3 - Shaftesbury Rd	1092	273	244	1324	0.825	1091	1128	4.3	4.5	15.353	C
4 - The Strand	424	106	915	1415	0.299	424	419	0.4	0.4	3.630	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	881	220	287	1621	0.544	885	815	2.1	1.2	4.915	A
2 - Bolsover Road	96	24	1028	825	0.117	96	145	0.2	0.1	4.945	A
3 - Shaftesbury Rd	891	223	200	1351	0.660	901	925	4.5	2.0	8.185	A
4 - The Strand	346	86	756	1536	0.225	347	345	0.4	0.3	3.030	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	738	185	240	1655	0.446	740	679	1.2	0.8	3.942	A
2 - Bolsover Road	81	20	859	928	0.087	81	121	0.1	0.1	4.250	A
3 - Shaftesbury Rd	747	187	167	1371	0.545	750	773	2.0	1.2	5.824	A
4 - The Strand	290	72	629	1631	0.178	290	288	0.3	0.2	2.686	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.80	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3 - Shaftesbury Rd	1.18	0.55	1.00	1.40	1.45			N/A	N/A
4 - The Strand	0.21	0.00	0.00	0.21	0.21			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.18	0.06	0.74	2.56	3.64			N/A	N/A
2 - Bolsover Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - Shaftesbury Rd	1.89	0.05	0.64	4.90	7.57			N/A	N/A
4 - The Strand	0.29	0.00	0.00	0.29	0.29			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	2.11	0.03	0.27	2.11	2.67			N/A	N/A
2 - Bolsover Road	0.20	0.03	0.26	0.46	0.49			N/A	N/A
3 - Shaftesbury Rd	4.32	0.03	0.33	7.73	22.76			N/A	N/A
4 - The Strand	0.42	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	2.14	0.03	0.27	2.14	2.14			N/A	N/A
2 - Bolsover Road	0.21	0.03	0.25	0.46	0.48			N/A	N/A
3 - Shaftesbury Rd	4.50	0.03	0.29	4.50	15.35			N/A	N/A
4 - The Strand	0.43	0.03	0.33	1.35	1.56			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.20	0.10	1.04	2.00	2.74			N/A	N/A
2 - Bolsover Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - Shaftesbury Rd	1.99	0.05	0.49	5.33	8.51			N/A	N/A
4 - The Strand	0.29	0.00	0.00	0.29	0.29			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.81	0.05	0.54	1.58	2.11			N/A	N/A
2 - Bolsover Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
3 - Shaftesbury Rd	1.21	0.04	0.35	2.96	5.88			N/A	N/A
4 - The Strand	0.22	0.00	0.00	0.22	0.22			N/A	N/A

D13 - 2036 | Future Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	7.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2036	Future Base	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1.0683

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	827	100.000
2 - Bolsover Road		ONE HOUR	✓	228	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	861	100.000
4 - The Strand		ONE HOUR	✓	509	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	7	46	664	109
	2 - Bolsover Road	42	2	154	30
	3 - Shaftesbury Rd	597	62	0	202
	4 - The Strand	98	9	401	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	14	2	3	3
	2 - Bolsover Road	0	0	1	0
	3 - Shaftesbury Rd	2	0	0	2
	4 - The Strand	7	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.64	7.00	1.8	2.4	A	759	1138
2 - Bolsover Road	0.39	9.22	0.6	3.0	A	209	313
3 - Shaftesbury Rd	0.71	9.35	2.4	6.4	A	790	1185
4 - The Strand	0.38	3.86	0.6	2.8	A	467	700

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	623	156	356	1540	0.404	620	558	0.0	0.7	3.903	A
2 - Bolsover Road	171	43	887	897	0.191	170	89	0.0	0.2	4.947	A
3 - Shaftesbury Rd	648	162	143	1374	0.472	645	914	0.0	0.9	4.913	A
4 - The Strand	383	96	532	1680	0.228	382	256	0.0	0.3	2.770	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	743	186	426	1491	0.499	742	668	0.7	1.0	4.798	A
2 - Bolsover Road	205	51	1062	789	0.259	204	106	0.2	0.3	6.151	A
3 - Shaftesbury Rd	774	194	172	1356	0.571	772	1094	0.9	1.3	6.144	A
4 - The Strand	457	114	637	1600	0.286	457	307	0.3	0.4	3.148	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	910	228	521	1425	0.639	907	816	1.0	1.7	6.912	A
2 - Bolsover Road	251	63	1299	643	0.390	249	130	0.3	0.6	9.116	A
3 - Shaftesbury Rd	948	237	210	1333	0.711	944	1338	1.3	2.4	9.151	A
4 - The Strand	560	140	779	1494	0.375	559	375	0.4	0.6	3.847	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	910	228	522	1425	0.639	910	820	1.7	1.8	6.997	A
2 - Bolsover Road	251	63	1302	641	0.391	251	131	0.6	0.6	9.215	A
3 - Shaftesbury Rd	948	237	211	1332	0.712	948	1342	2.4	2.4	9.353	A
4 - The Strand	560	140	782	1491	0.375	560	376	0.6	0.6	3.864	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	743	186	427	1490	0.499	746	673	1.8	1.0	4.860	A
2 - Bolsover Road	205	51	1067	786	0.260	206	107	0.6	0.4	6.211	A
3 - Shaftesbury Rd	774	194	173	1356	0.571	778	1100	2.4	1.4	6.282	A
4 - The Strand	457	114	642	1597	0.286	458	309	0.6	0.4	3.165	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	623	156	358	1538	0.405	624	562	1.0	0.7	3.941	A
2 - Bolsover Road	171	43	892	894	0.192	172	89	0.4	0.2	4.988	A
3 - Shaftesbury Rd	648	162	144	1373	0.472	650	919	1.4	0.9	4.991	A
4 - The Strand	383	96	536	1676	0.228	383	258	0.4	0.3	2.786	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.67	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.23	0.00	0.00	0.23	0.23			N/A	N/A
3 - Shaftesbury Rd	0.88	0.55	1.00	1.40	1.45			N/A	N/A
4 - The Strand	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.98	0.07	0.81	1.79	2.42			N/A	N/A
2 - Bolsover Road	0.35	0.00	0.00	0.35	0.35			N/A	N/A
3 - Shaftesbury Rd	1.31	0.06	0.81	2.87	4.07			N/A	N/A
4 - The Strand	0.40	0.00	0.00	0.40	0.40			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.73	0.03	0.27	1.73	1.73			N/A	N/A
2 - Bolsover Road	0.63	0.03	0.26	0.63	0.63			N/A	N/A
3 - Shaftesbury Rd	2.38	0.03	0.28	2.38	6.41			N/A	N/A
4 - The Strand	0.60	0.03	0.25	0.60	0.60			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.75	0.03	0.27	1.75	1.75			N/A	N/A
2 - Bolsover Road	0.64	0.03	0.30	1.07	2.99			N/A	N/A
3 - Shaftesbury Rd	2.42	0.03	0.27	2.42	2.42			N/A	N/A
4 - The Strand	0.60	0.03	0.30	1.35	2.80			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.01	0.12	0.98	1.53	1.85			N/A	N/A
2 - Bolsover Road	0.35	0.00	0.00	0.35	0.35			N/A	N/A
3 - Shaftesbury Rd	1.35	0.07	0.97	2.79	3.83			N/A	N/A
4 - The Strand	0.40	0.00	0.00	0.40	0.40			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.68	0.05	0.58	1.47	1.49			N/A	N/A
2 - Bolsover Road	0.24	0.00	0.00	0.24	0.24			N/A	N/A
3 - Shaftesbury Rd	0.90	0.05	0.46	1.95	2.96			N/A	N/A
4 - The Strand	0.30	0.00	0.00	0.30	0.30			N/A	N/A

D14 - 2036 | Future Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	8.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2036	Future Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*1.0465

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	963	100.000
2 - Bolsover Road		ONE HOUR	✓	108	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	941	100.000
4 - The Strand		ONE HOUR	✓	377	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	24	78	725	135
	2 - Bolsover Road	43	3	50	12
	3 - Shaftesbury Rd	657	58	0	226
	4 - The Strand	153	22	196	6

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	0	0	1	1
	2 - Bolsover Road	0	0	0	0
	3 - Shaftesbury Rd	1	0	0	2
	4 - The Strand	1	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.66	6.63	1.9	3.1	A	883	1325
2 - Bolsover Road	0.16	5.97	0.2	0.5	A	99	148
3 - Shaftesbury Rd	0.78	12.52	3.5	15.6	B	863	1295
4 - The Strand	0.29	3.46	0.4	1.3	A	346	519

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	725	181	214	1673	0.433	722	657	0.0	0.8	3.771	A
2 - Bolsover Road	81	20	815	955	0.085	81	121	0.0	0.1	4.115	A
3 - Shaftesbury Rd	708	177	167	1370	0.517	704	728	0.0	1.1	5.374	A
4 - The Strand	284	71	587	1662	0.171	283	284	0.0	0.2	2.609	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	866	216	256	1644	0.527	864	787	0.8	1.1	4.610	A
2 - Bolsover Road	97	24	975	857	0.113	97	145	0.1	0.1	4.736	A
3 - Shaftesbury Rd	846	211	200	1350	0.627	843	872	1.1	1.6	7.087	A
4 - The Strand	339	85	704	1574	0.215	338	340	0.2	0.3	2.912	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1060	265	313	1603	0.661	1057	960	1.1	1.9	6.548	A
2 - Bolsover Road	119	30	1193	724	0.164	118	177	0.1	0.2	5.946	A
3 - Shaftesbury Rd	1036	259	245	1322	0.783	1029	1066	1.6	3.4	11.978	B
4 - The Strand	415	104	859	1457	0.285	414	415	0.3	0.4	3.449	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1060	265	313	1603	0.661	1060	965	1.9	1.9	6.629	A
2 - Bolsover Road	119	30	1196	722	0.164	119	177	0.2	0.2	5.970	A
3 - Shaftesbury Rd	1036	259	245	1322	0.784	1035	1069	3.4	3.5	12.519	B
4 - The Strand	415	104	864	1454	0.285	415	417	0.4	0.4	3.464	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	866	216	257	1643	0.527	869	794	1.9	1.1	4.669	A
2 - Bolsover Road	97	24	980	854	0.113	97	146	0.2	0.1	4.759	A
3 - Shaftesbury Rd	846	211	201	1349	0.627	853	876	3.5	1.7	7.355	A
4 - The Strand	339	85	711	1569	0.216	339	343	0.4	0.3	2.928	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	725	181	215	1672	0.433	726	662	1.1	0.8	3.812	A
2 - Bolsover Road	81	20	819	952	0.085	81	122	0.1	0.1	4.133	A
3 - Shaftesbury Rd	708	177	168	1369	0.517	711	732	1.7	1.1	5.489	A
4 - The Strand	284	71	593	1658	0.171	284	286	0.3	0.2	2.620	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.76	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3 - Shaftesbury Rd	1.06	0.55	1.00	1.40	1.45			N/A	N/A
4 - The Strand	0.21	0.00	0.00	0.21	0.21			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.10	0.06	0.78	2.23	3.07			N/A	N/A
2 - Bolsover Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - Shaftesbury Rd	1.64	0.05	0.70	4.08	6.15			N/A	N/A
4 - The Strand	0.27	0.00	0.00	0.27	0.27			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.91	0.03	0.27	1.91	1.91			N/A	N/A
2 - Bolsover Road	0.19	0.03	0.26	0.46	0.49			N/A	N/A
3 - Shaftesbury Rd	3.41	0.03	0.30	3.55	15.64			N/A	N/A
4 - The Strand	0.40	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.93	0.03	0.27	1.93	1.93			N/A	N/A
2 - Bolsover Road	0.20	0.03	0.25	0.45	0.48			N/A	N/A
3 - Shaftesbury Rd	3.51	0.03	0.28	3.51	7.65			N/A	N/A
4 - The Strand	0.40	0.03	0.33	1.27	1.27			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.13	0.12	1.04	1.79	2.20			N/A	N/A
2 - Bolsover Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - Shaftesbury Rd	1.71	0.05	0.70	4.32	6.53			N/A	N/A
4 - The Strand	0.28	0.00	0.00	0.28	0.28			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.77	0.06	0.63	1.31	1.80			N/A	N/A
2 - Bolsover Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3 - Shaftesbury Rd	1.08	0.04	0.38	2.74	4.80			N/A	N/A
4 - The Strand	0.21	0.00	0.00	0.21	0.21			N/A	N/A

D15 - 2036 | Phase 1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	9.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.46	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2036	Phase 1	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	841	100.000
2 - Bolsover Road		ONE HOUR	✓	228	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	971	100.000
4 - The Strand		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	7	46	678	109
	2 - Bolsover Road	42	2	154	30
	3 - Shaftesbury Rd	650	62	48	211
	4 - The Strand	98	9	403	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	14	2	3	3
	2 - Bolsover Road	0	0	1	0
	3 - Shaftesbury Rd	2	0	1	2
	4 - The Strand	7	0	1.00	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.67	7.80	2.0	2.9	A	772	1157
2 - Bolsover Road	0.42	10.35	0.7	3.5	B	209	313
3 - Shaftesbury Rd	0.80	13.48	3.9	18.3	B	891	1337
4 - The Strand	0.40	4.25	0.7	2.9	A	468	703

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	633	158	393	1514	0.418	630	597	0.0	0.7	4.058	A
2 - Bolsover Road	171	43	935	868	0.197	170	89	0.0	0.2	5.151	A
3 - Shaftesbury Rd	731	183	143	1376	0.531	727	962	0.0	1.1	5.505	A
4 - The Strand	384	96	607	1624	0.237	383	263	0.0	0.3	2.898	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	756	189	471	1461	0.517	755	715	0.7	1.1	5.086	A
2 - Bolsover Road	205	51	1119	755	0.271	204	106	0.2	0.4	6.533	A
3 - Shaftesbury Rd	873	218	172	1359	0.643	870	1151	1.1	1.8	7.333	A
4 - The Strand	459	115	727	1534	0.299	458	315	0.3	0.4	3.346	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	926	231	576	1388	0.667	922	872	1.1	2.0	7.665	A
2 - Bolsover Road	251	63	1368	601	0.417	249	130	0.4	0.7	10.194	B
3 - Shaftesbury Rd	1069	267	210	1335	0.801	1061	1408	1.8	3.8	12.780	B
4 - The Strand	562	141	887	1414	0.398	561	384	0.4	0.7	4.218	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	926	231	577	1387	0.667	926	878	2.0	2.0	7.796	A
2 - Bolsover Road	251	63	1372	598	0.419	250	131	0.7	0.7	10.346	B
3 - Shaftesbury Rd	1069	267	211	1334	0.801	1069	1412	3.8	3.9	13.477	B
4 - The Strand	562	141	893	1409	0.399	562	386	0.7	0.7	4.249	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	756	189	473	1459	0.518	759	723	2.0	1.1	5.169	A
2 - Bolsover Road	205	51	1125	751	0.272	206	107	0.7	0.4	6.625	A
3 - Shaftesbury Rd	873	218	173	1358	0.643	881	1158	3.9	1.8	7.676	A
4 - The Strand	459	115	736	1527	0.301	460	318	0.7	0.4	3.378	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	633	158	395	1513	0.418	634	603	1.1	0.7	4.104	A
2 - Bolsover Road	171	43	940	865	0.198	172	90	0.4	0.2	5.199	A
3 - Shaftesbury Rd	731	183	144	1375	0.531	734	968	1.8	1.1	5.633	A
4 - The Strand	384	96	613	1619	0.237	385	265	0.4	0.3	2.916	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.71	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.24	0.00	0.00	0.24	0.24			N/A	N/A
3 - Shaftesbury Rd	1.12	0.55	1.00	1.40	1.45			N/A	N/A
4 - The Strand	0.31	0.00	0.00	0.31	0.31			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.06	0.06	0.79	2.00	2.86			N/A	N/A
2 - Bolsover Road	0.37	0.00	0.00	0.37	0.37			N/A	N/A
3 - Shaftesbury Rd	1.76	0.05	0.67	4.49	6.80			N/A	N/A
4 - The Strand	0.42	0.00	0.00	0.42	0.42			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.95	0.03	0.27	1.95	2.48			N/A	N/A
2 - Bolsover Road	0.70	0.03	0.26	0.70	0.70			N/A	N/A
3 - Shaftesbury Rd	3.76	0.03	0.31	4.97	18.32			N/A	N/A
4 - The Strand	0.65	0.03	0.25	0.65	0.65			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.98	0.03	0.27	1.98	1.98			N/A	N/A
2 - Bolsover Road	0.71	0.03	0.30	1.12	3.46			N/A	N/A
3 - Shaftesbury Rd	3.89	0.03	0.28	3.89	10.19			N/A	N/A
4 - The Strand	0.66	0.03	0.29	1.23	2.94			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.09	0.10	0.98	1.80	2.30			N/A	N/A
2 - Bolsover Road	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3 - Shaftesbury Rd	1.84	0.05	0.60	4.78	7.38			N/A	N/A
4 - The Strand	0.43	0.00	0.00	0.43	0.43			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.72	0.05	0.50	1.30	1.83			N/A	N/A
2 - Bolsover Road	0.25	0.03	0.25	0.45	0.48			N/A	N/A
3 - Shaftesbury Rd	1.15	0.04	0.37	2.89	5.33			N/A	N/A
4 - The Strand	0.31	0.00	0.00	0.31	0.31			N/A	N/A

D16 - 2036 | Phase 1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	9.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2036	Phase 1	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D14

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	963	100.000
2 - Bolsover Road		ONE HOUR	✓	108	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	978	100.000
4 - The Strand		ONE HOUR	✓	384	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	24	78	725	135
	2 - Bolsover Road	43	3	50	12
	3 - Shaftesbury Rd	675	58	16	229
	4 - The Strand	153	22	203	6

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	0	0	1	1
	2 - Bolsover Road	0	0	0	0
	3 - Shaftesbury Rd	0.97	0	1	2
	4 - The Strand	1	0	0.97	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.67	6.85	2.0	3.3	A	883	1325
2 - Bolsover Road	0.17	6.13	0.2	0.5	A	99	148
3 - Shaftesbury Rd	0.81	14.52	4.2	20.8	B	897	1346
4 - The Strand	0.30	3.59	0.4	1.5	A	352	528

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	725	181	231	1661	0.436	722	670	0.0	0.8	3.821	A
2 - Bolsover Road	81	20	832	945	0.086	81	121	0.0	0.1	4.165	A
3 - Shaftesbury Rd	736	184	167	1370	0.537	732	745	0.0	1.1	5.601	A
4 - The Strand	289	72	613	1643	0.176	288	286	0.0	0.2	2.655	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	866	216	276	1629	0.531	864	802	0.8	1.1	4.698	A
2 - Bolsover Road	97	24	996	844	0.115	97	145	0.1	0.1	4.816	A
3 - Shaftesbury Rd	879	220	200	1350	0.651	876	892	1.1	1.8	7.554	A
4 - The Strand	345	86	734	1552	0.222	345	342	0.2	0.3	2.982	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1060	265	338	1586	0.669	1057	979	1.1	2.0	6.763	A
2 - Bolsover Road	119	30	1218	708	0.168	118	177	0.1	0.2	6.100	A
3 - Shaftesbury Rd	1077	269	245	1323	0.814	1068	1091	1.8	4.1	13.653	B
4 - The Strand	423	106	895	1431	0.295	422	418	0.3	0.4	3.567	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1060	265	339	1585	0.669	1060	985	2.0	2.0	6.855	A
2 - Bolsover Road	119	30	1221	706	0.168	119	177	0.2	0.2	6.127	A
3 - Shaftesbury Rd	1077	269	245	1322	0.814	1076	1094	4.1	4.2	14.518	B
4 - The Strand	423	106	901	1426	0.296	422	420	0.4	0.4	3.587	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	866	216	278	1628	0.532	869	811	2.0	1.1	4.763	A
2 - Bolsover Road	97	24	1001	841	0.115	97	146	0.2	0.1	4.840	A
3 - Shaftesbury Rd	879	220	201	1349	0.651	888	897	4.2	1.9	7.952	A
4 - The Strand	345	86	743	1545	0.223	345	346	0.4	0.3	3.002	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	725	181	232	1660	0.437	726	676	1.1	0.8	3.860	A
2 - Bolsover Road	81	20	837	942	0.086	81	122	0.1	0.1	4.184	A
3 - Shaftesbury Rd	736	184	168	1370	0.537	739	750	1.9	1.2	5.736	A
4 - The Strand	289	72	619	1639	0.176	289	288	0.3	0.2	2.669	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.77	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3 - Shaftesbury Rd	1.15	0.55	1.00	1.40	1.45			N/A	N/A
4 - The Strand	0.21	0.00	0.00	0.21	0.21			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.12	0.06	0.77	2.33	3.25			N/A	N/A
2 - Bolsover Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - Shaftesbury Rd	1.82	0.05	0.66	4.70	7.18			N/A	N/A
4 - The Strand	0.28	0.00	0.00	0.28	0.28			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.97	0.03	0.27	1.97	1.97			N/A	N/A
2 - Bolsover Road	0.20	0.03	0.26	0.46	0.49			N/A	N/A
3 - Shaftesbury Rd	4.05	0.03	0.32	6.45	20.76			N/A	N/A
4 - The Strand	0.42	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	2.00	0.03	0.27	2.00	2.00			N/A	N/A
2 - Bolsover Road	0.20	0.03	0.25	0.45	0.48			N/A	N/A
3 - Shaftesbury Rd	4.20	0.03	0.29	4.20	12.91			N/A	N/A
4 - The Strand	0.42	0.03	0.33	1.34	1.51			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.15	0.11	1.04	1.86	2.40			N/A	N/A
2 - Bolsover Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - Shaftesbury Rd	1.91	0.05	0.50	5.04	7.95			N/A	N/A
4 - The Strand	0.29	0.00	0.00	0.29	0.29			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.78	0.05	0.60	1.40	1.88			N/A	N/A
2 - Bolsover Road	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3 - Shaftesbury Rd	1.18	0.04	0.36	2.92	5.63			N/A	N/A
4 - The Strand	0.21	0.00	0.00	0.21	0.21			N/A	N/A

D17 - 2036 | Phase 1 & 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	11.55	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.55	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D17	2036	Phase 1 & 2	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9+D13

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	849	100.000
2 - Bolsover Road		ONE HOUR	✓	228	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	1033	100.000
4 - The Strand		ONE HOUR	✓	512	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	7	46	686	109
	2 - Bolsover Road	42	2	154	30
	3 - Shaftesbury Rd	680	62	75	216
	4 - The Strand	98	9	404	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	14	2	3	3
	2 - Bolsover Road	0	0	1	0
	3 - Shaftesbury Rd	2	0	1	2
	4 - The Strand	7	0	0.99	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.68	8.33	2.1	3.7	A	779	1168
2 - Bolsover Road	0.44	11.11	0.8	3.7	B	209	313
3 - Shaftesbury Rd	0.85	17.83	5.4	27.9	C	948	1422
4 - The Strand	0.41	4.50	0.7	3.0	A	469	704

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	639	160	414	1500	0.426	636	619	0.0	0.7	4.151	A
2 - Bolsover Road	171	43	961	852	0.201	170	89	0.0	0.2	5.274	A
3 - Shaftesbury Rd	778	194	143	1377	0.565	773	989	0.0	1.3	5.906	A
4 - The Strand	385	96	650	1593	0.242	384	266	0.0	0.3	2.976	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	763	191	496	1444	0.528	762	742	0.7	1.1	5.264	A
2 - Bolsover Road	205	51	1151	735	0.278	204	106	0.2	0.4	6.771	A
3 - Shaftesbury Rd	929	232	172	1360	0.683	925	1183	1.3	2.1	8.228	A
4 - The Strand	460	115	778	1496	0.307	459	319	0.3	0.4	3.470	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	935	234	606	1368	0.683	931	903	1.1	2.1	8.160	A
2 - Bolsover Road	251	63	1407	578	0.434	249	130	0.4	0.8	10.912	B
3 - Shaftesbury Rd	1137	284	210	1336	0.851	1125	1446	2.1	5.1	16.217	C
4 - The Strand	563	141	946	1370	0.411	562	389	0.4	0.7	4.452	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	935	234	608	1366	0.684	934	910	2.1	2.1	8.331	A
2 - Bolsover Road	251	63	1412	574	0.436	250	130	0.8	0.8	11.113	B
3 - Shaftesbury Rd	1137	284	211	1335	0.852	1136	1452	5.1	5.4	17.826	C
4 - The Strand	563	141	955	1363	0.413	563	392	0.7	0.7	4.500	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	763	191	499	1442	0.529	767	753	2.1	1.1	5.367	A
2 - Bolsover Road	205	51	1159	730	0.280	206	108	0.8	0.4	6.882	A
3 - Shaftesbury Rd	929	232	173	1359	0.683	941	1192	5.4	2.2	8.873	A
4 - The Strand	460	115	791	1486	0.309	461	323	0.7	0.5	3.515	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	639	160	417	1499	0.426	641	626	1.1	0.7	4.204	A
2 - Bolsover Road	171	43	968	848	0.202	172	90	0.4	0.3	5.327	A
3 - Shaftesbury Rd	778	194	144	1376	0.565	781	995	2.2	1.3	6.086	A
4 - The Strand	385	96	657	1587	0.243	386	269	0.5	0.3	2.996	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.74	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.25	0.00	0.00	0.25	0.25			N/A	N/A
3 - Shaftesbury Rd	1.28	0.56	1.11	1.44	1.72			N/A	N/A
4 - The Strand	0.32	0.00	0.00	0.32	0.32			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.11	0.06	0.77	2.27	3.16			N/A	N/A
2 - Bolsover Road	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3 - Shaftesbury Rd	2.10	0.05	0.63	5.57	8.67			N/A	N/A
4 - The Strand	0.44	0.00	0.00	0.44	0.44			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	2.10	0.03	0.27	2.10	3.69			N/A	N/A
2 - Bolsover Road	0.75	0.03	0.26	0.75	0.75			N/A	N/A
3 - Shaftesbury Rd	5.12	0.04	0.36	11.49	27.94			N/A	N/A
4 - The Strand	0.69	0.03	0.25	0.69	0.69			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	2.13	0.03	0.27	2.13	2.13			N/A	N/A
2 - Bolsover Road	0.76	0.03	0.30	1.16	3.71			N/A	N/A
3 - Shaftesbury Rd	5.40	0.03	0.30	5.40	23.00			N/A	N/A
4 - The Strand	0.70	0.03	0.29	1.14	2.98			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.14	0.09	0.98	1.95	2.67			N/A	N/A
2 - Bolsover Road	0.39	0.00	0.00	0.39	0.39			N/A	N/A
3 - Shaftesbury Rd	2.22	0.05	0.46	6.05	10.06			N/A	N/A
4 - The Strand	0.45	0.00	0.00	0.45	0.45			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.75	0.05	0.47	1.48	1.99			N/A	N/A
2 - Bolsover Road	0.26	0.03	0.25	0.45	0.48			N/A	N/A
3 - Shaftesbury Rd	1.32	0.03	0.34	3.10	6.70			N/A	N/A
4 - The Strand	0.32	0.00	0.00	0.32	0.32			N/A	N/A

D18 - 2036 | Phase 1 & 2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 | Phase 1 | AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	10.21	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.21	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D18	2036	Phase 1 & 2	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10+D14

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - The Boulevard		ONE HOUR	✓	988	100.000
2 - Bolsover Road		ONE HOUR	✓	108	100.000
3 - Shaftesbury Rd		ONE HOUR	✓	999	100.000
4 - The Strand		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	24	78	750	135
	2 - Bolsover Road	43	3	50	12
	3 - Shaftesbury Rd	685	58	25	231
	4 - The Strand	153	22	207	6

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - The Boulevard	2 - Bolsover Road	3 - Shaftesbury Rd	4 - The Strand
From	1 - The Boulevard	0	0	0.97	1
	2 - Bolsover Road	0	0	0	0
	3 - Shaftesbury Rd	0.96	0	1	2
	4 - The Strand	1	0	0.95	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - The Boulevard	0.69	7.38	2.2	3.8	A	906	1360
2 - Bolsover Road	0.17	6.40	0.2	0.5	A	99	148
3 - Shaftesbury Rd	0.83	15.95	4.7	24.0	C	917	1375
4 - The Strand	0.30	3.66	0.4	1.6	A	356	534

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	744	186	240	1655	0.449	740	677	0.0	0.8	3.925	A
2 - Bolsover Road	81	20	860	927	0.088	81	121	0.0	0.1	4.250	A
3 - Shaftesbury Rd	752	188	167	1371	0.549	747	774	0.0	1.2	5.732	A
4 - The Strand	292	73	627	1633	0.179	291	287	0.0	0.2	2.682	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	888	222	288	1621	0.548	886	811	0.8	1.2	4.890	A
2 - Bolsover Road	97	24	1030	824	0.118	97	145	0.1	0.1	4.951	A
3 - Shaftesbury Rd	898	224	200	1350	0.665	895	926	1.2	1.9	7.854	A
4 - The Strand	349	87	751	1539	0.226	348	344	0.2	0.3	3.022	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1088	272	352	1576	0.690	1084	989	1.2	2.2	7.254	A
2 - Bolsover Road	119	30	1259	683	0.174	118	177	0.1	0.2	6.371	A
3 - Shaftesbury Rd	1100	275	245	1323	0.831	1089	1133	1.9	4.5	14.798	B
4 - The Strand	427	107	914	1416	0.302	426	420	0.3	0.4	3.636	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	1088	272	353	1575	0.690	1087	996	2.2	2.2	7.375	A
2 - Bolsover Road	119	30	1263	681	0.174	119	177	0.2	0.2	6.404	A
3 - Shaftesbury Rd	1100	275	245	1322	0.832	1099	1136	4.5	4.7	15.951	C
4 - The Strand	427	107	922	1410	0.303	427	422	0.4	0.4	3.660	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	888	222	289	1620	0.548	892	821	2.2	1.2	4.970	A
2 - Bolsover Road	97	24	1036	820	0.118	97	146	0.2	0.1	4.984	A
3 - Shaftesbury Rd	898	224	201	1350	0.665	909	932	4.7	2.0	8.350	A
4 - The Strand	349	87	762	1531	0.228	349	348	0.4	0.3	3.046	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - The Boulevard	744	186	242	1654	0.450	745	684	1.2	0.8	3.970	A
2 - Bolsover Road	81	20	865	924	0.088	81	122	0.1	0.1	4.273	A
3 - Shaftesbury Rd	752	188	168	1370	0.549	755	779	2.0	1.2	5.888	A
4 - The Strand	292	73	633	1628	0.179	292	290	0.3	0.2	2.697	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.81	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bolsover Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
3 - Shaftesbury Rd	1.20	0.55	1.00	1.40	1.45			N/A	N/A
4 - The Strand	0.22	0.00	0.00	0.22	0.22			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.20	0.06	0.73	2.64	3.76			N/A	N/A
2 - Bolsover Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - Shaftesbury Rd	1.94	0.05	0.64	5.02	7.79			N/A	N/A
4 - The Strand	0.29	0.00	0.00	0.29	0.29			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	2.17	0.03	0.27	2.17	3.05			N/A	N/A
2 - Bolsover Road	0.21	0.03	0.26	0.46	0.49			N/A	N/A
3 - Shaftesbury Rd	4.50	0.03	0.34	8.62	24.05			N/A	N/A
4 - The Strand	0.43	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	2.20	0.03	0.27	2.20	2.20			N/A	N/A
2 - Bolsover Road	0.21	0.03	0.25	0.46	0.48			N/A	N/A
3 - Shaftesbury Rd	4.70	0.03	0.29	4.70	17.09			N/A	N/A
4 - The Strand	0.43	0.03	0.33	1.36	1.62			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	1.23	0.09	1.04	2.15	2.85			N/A	N/A
2 - Bolsover Road	0.13	0.00	0.00	0.13	0.13			N/A	N/A
3 - Shaftesbury Rd	2.04	0.05	0.48	5.50	8.86			N/A	N/A
4 - The Strand	0.30	0.00	0.00	0.30	0.30			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - The Boulevard	0.82	0.05	0.52	1.64	2.27			N/A	N/A
2 - Bolsover Road	0.10	0.00	0.00	0.10	0.10			N/A	N/A
3 - Shaftesbury Rd	1.23	0.04	0.35	2.99	6.07			N/A	N/A
4 - The Strand	0.22	0.00	0.00	0.22	0.22			N/A	N/A