

Option	Name	Changes to Highway Network	Drawing
2018 Base	Base Model	-	-
2026 Reference	Reference Model	None	-
Option 1	Hardings Way (one way)	Use Hardings Way for general traffic as well as buses: - Inbound only (northbound) AM Peak model (07:00 - 10:00) - Outbound only (southbound) PM Peak model (16:00 - 19:00) - Weight limit to restrict HGV - Buses re-routed where required (due to one way operation)	SK09
Option 2	Hardings Way (one way) - Complimentary Measures	Use Hardings Way for general traffic as well as buses: - Inbound only (northbound) AM Peak model (07:00 - 10:00) - Outbound only (southbound) PM Peak model (16:00 - 19:00) - Weight limit to restrict HGV - Buses re-routed where required (due to one way operation) - Banned straight ahead movement on link 495:163 and 260:163 to reduce rat running	SK09
Option 3	Hardings Way (two way)	Use Hardings Way for general traffic as well as buses in both directions throughout the day: - Weight limit to restrict HGV	SK08
Option 4	Hardings Way (two way) - Complimentary Measures	Use Hardings Way for general traffic as well as buses in both directions throughout the day: - Weight limit to restrict HGV - Banned straight ahead movement on link 495:163 and 260:163 to reduce rat running	SK08
Option 5	Traffic Signals removal	Remove traffic signals at the following junctions - Loke Road / Gaywood Road - Tennyson Avenue / Gaywood Road - Loke Road / John Kennedy Road	SK02 SK01 SK03
Option 6	Gyratory - Blackfriars Road two-way	Eastern half of gyratory becomes two-way	SK06-1 SK06-2
Option 7	Gyratory - Railway Road two-way	Convert Railway Road to 2-way, leave rest as existing	SK04-PO1
Option 7a	Gyratory - Railway Road two-way with widening of southbound approach on Southgates	- Convert Railway Road to 2-way, leave rest as existing - Widening of southbound approach (1 lane to 2 lanes) from Windsor Road to Southgates to reduce outbound delays.	SK04-PO1 SK10
Option 7b	Gyratory - Railway Road two-way with widening of southbound approach on Southgates and two lane section northbound between St James Street past Norfolk Street	- Convert Railway Road to 2-way, leave rest as existing - Widening of southbound approach (1 lane to 2 lanes) from Windsor Road to Southgates to reduce outbound delays. - Increase northbound from 1 lane to 2 lanes on Railway Road (between St James Street and past Norfolk Street) - removal of ghost island turning lanes.	SK11 SK10
Option 8	Gyratory - Railway Road two-way	Convert Railway Road to 2-way, leave rest as existing with Norfolk Street flow direction reversed	SK05
Option 8a	Gyratory - Railway Road two-way with widening of southbound approach on Southgates	- Convert Railway Road to 2-way, leave rest as existing with Norfolk Street flow direction reversed - Widening of southbound approach (1 lane to 2 lanes) from Windsor Road to Southgates to reduce outbound delays.	SK05 SK10
Option 8b	Gyratory - Railway Road two-way with widening of southbound approach on Southgates and two lane section northbound between St James Street past Norfolk Street	- Convert Railway Road to 2-way, leave rest as existing with Norfolk Street flow direction reversed - Widening of southbound approach (1 lane to 2 lanes) from Windsor Road to Southgates to reduce outbound delays. - Increase northbound from 1 lane to 2 lanes on Railway Road (between St James Street and past Norfolk Street) - removal of ghost island turning lanes.	SK12 SK10
Option 9	Southgates	- Widening of southbound approach (1 lane to 2 lanes) from Windsor Road to Southgates to reduce outbound delays.	SK10
Option 10	Car Parks South (Boal Quay / Church Street)	- 220 space loss at Boal Quay (136 spaces to remain) - 450 spaces to be provided at Church Street (243 existing, additional 207 spaces provided at Church Street)	NA
Option 11	Car Parks North	- 430 loss in spaces at Chapel Street (-80) / Common Staithe (-117) / Austin Street West & Albert Street (-233) - 450 spaces to be provided at Austin Street East (123 existing) - additional 327 spaces at Austin Street East	NA
Option 11a	Car Parks North	- 430 loss in spaces at Chapel Street (-80) / Common Staithe (-117) / Austin Street West & Albert Street (-233) - 500 spaces to be provided at Patrick and Thompson Site (Zone 53)	NA

AM PEAK Hour	2018 Base	2026 Ref	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	7540	Option7a	Option7b	Option 8	Option8a	Option8b	Option 9	Option10	Option11	Option11a
Total Vehicles	6,551	7,454	7,518	7,520	7,613	7,625	7,463	7,760	7,540	7,536	7,495	7,506	7,498	7,448	7,442	7,559	8,072	8,169
Average Speed (mph)	18	16	16	15	16	14	15	6	9	9	15	10	10	16	16	15	14	8
Average Speed (kph)	30	25	26	24	26	23	25	9	14	14	25	17	17	25	25	22	22	14
Total vehicles difference to Ref		903	64	66	160	171	10	306	87	82	42	52	45	-6	-12	105	619	715

PM PEAK Hour	2018 Base	2026 Ref	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option7a	Option7b	Option 8	Option8a	Option8b	Option 9	Option10	Option11	Option11a
Total Vehicles	6,916	7,505	7,561	7,545	7,598	7,599	7,505	6,849	6,626	7,707	7,498	6,751	6,389	7,558	7,538	7,508	7,662	7,499
Average Speed (mph)	16	10	12	9	12	9	10	4	7	7	12	9	9	13	12	11	10	10
Average Speed (kph)	25	17	20	15	20	15	16	7	11	12	19	14	14	20	19	17	16	16
Total vehicles difference to Ref		588	56	40	93	95	0	-656	-878	203	-6	-754	-1,116	54	33	3	157	-5

Base/Reference	
Better/Same performance as Ref	
Worse performance than Ref	
Worse performance than Ref & Less vehicles	

