Contractors and consultants are not to scale dimensions from this drawing

KEY

- Application site area - 27.89ha
- Developable area
- Multi functional open space
- Medical centre (indicative location)
- Community/sports hall (indicative location)
- Early years centre (indicative location)
- Indicative location of local centre building
- Pedestrian and cycle access - main (indicative location)
- Pedestrian and cycle access (indicative location)
- Pedestrian access (indicative location)
- Pedestrian and cycle route - Main street (indicative)
- Bus only link (indicative)
- Pedestrian and cycle route
- Pedestrian route

N

Revision	Date	Description
--	YY-MM-DD	--

BroadwayMalyan BM

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Client
This Land

Project
Land East of Rayleigh Road
Thundersley

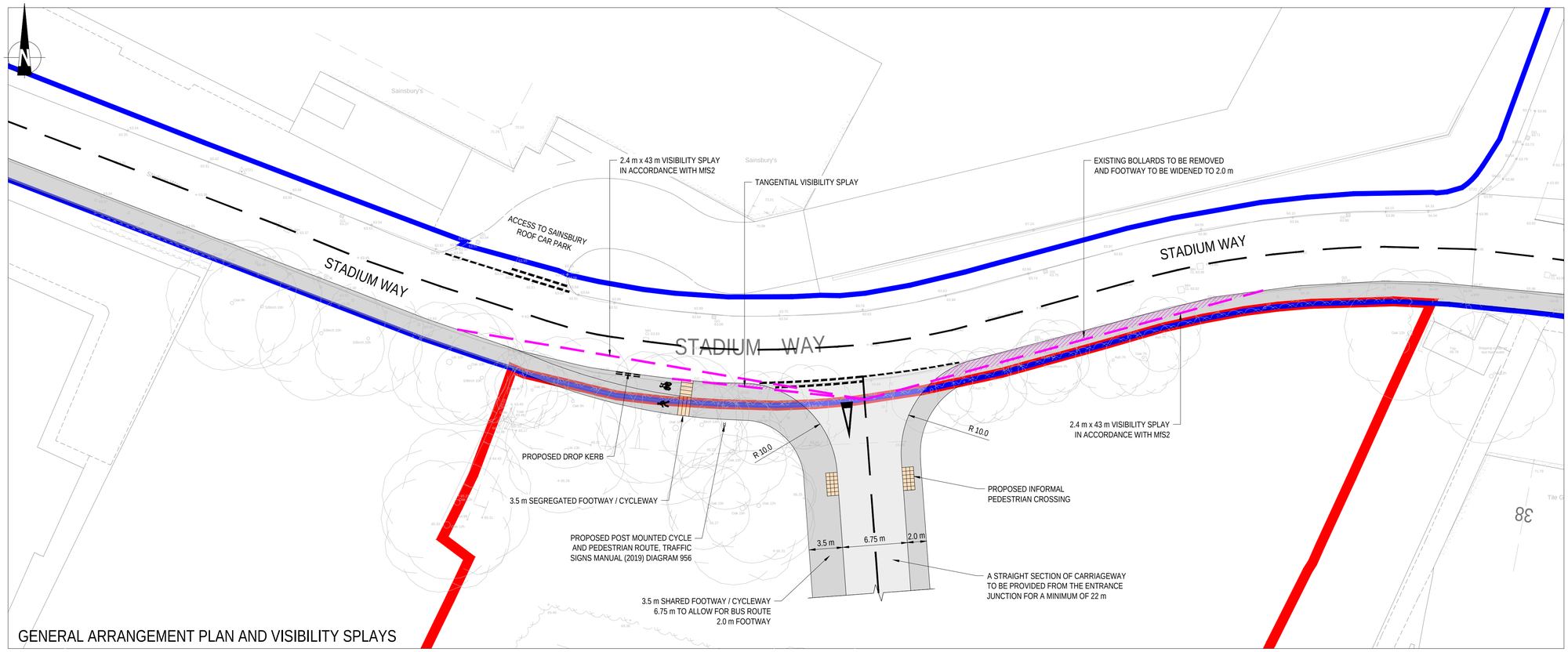
Description
Proposed Parameter Plan
Non Vehicular Access

Status
Preliminary

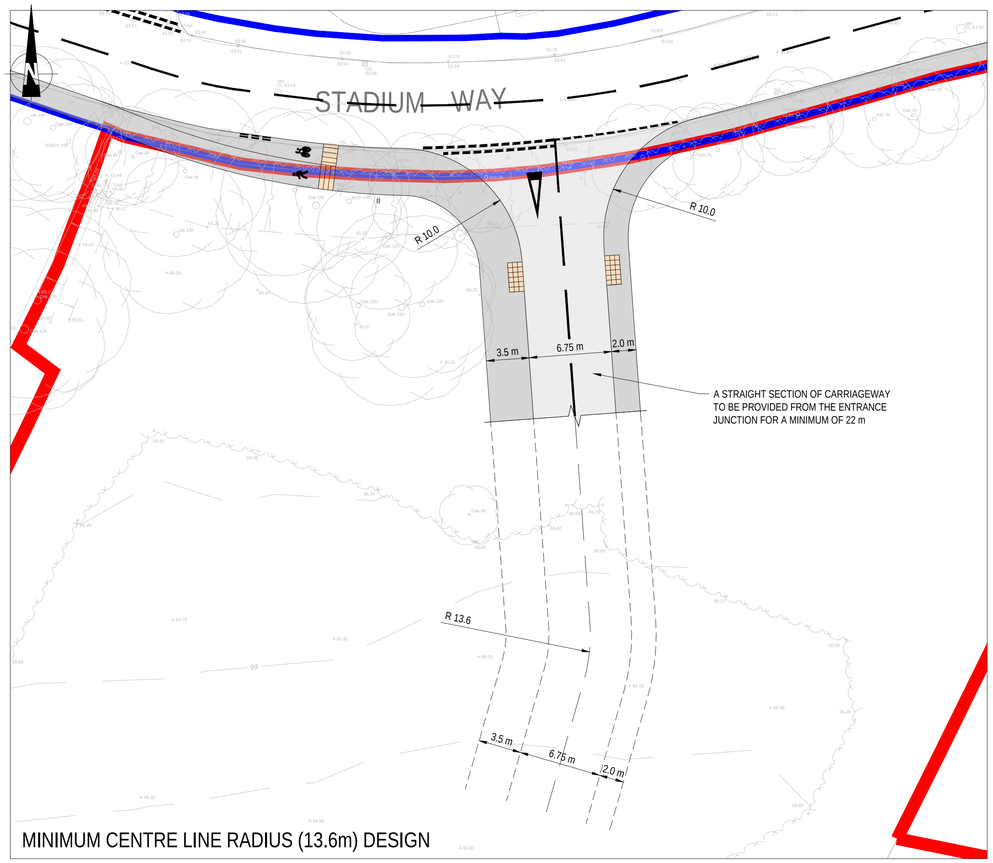
Scale	Drawn By	Date
1:2000@A1	MJ	Nov 22
Job Number	Drawing Number	Revision
34580	304	C

10.11.2022 Matthew Johnson U:\34580\Issued\221110 PPs\34580_304revC_PP Non vehicular access.dwg

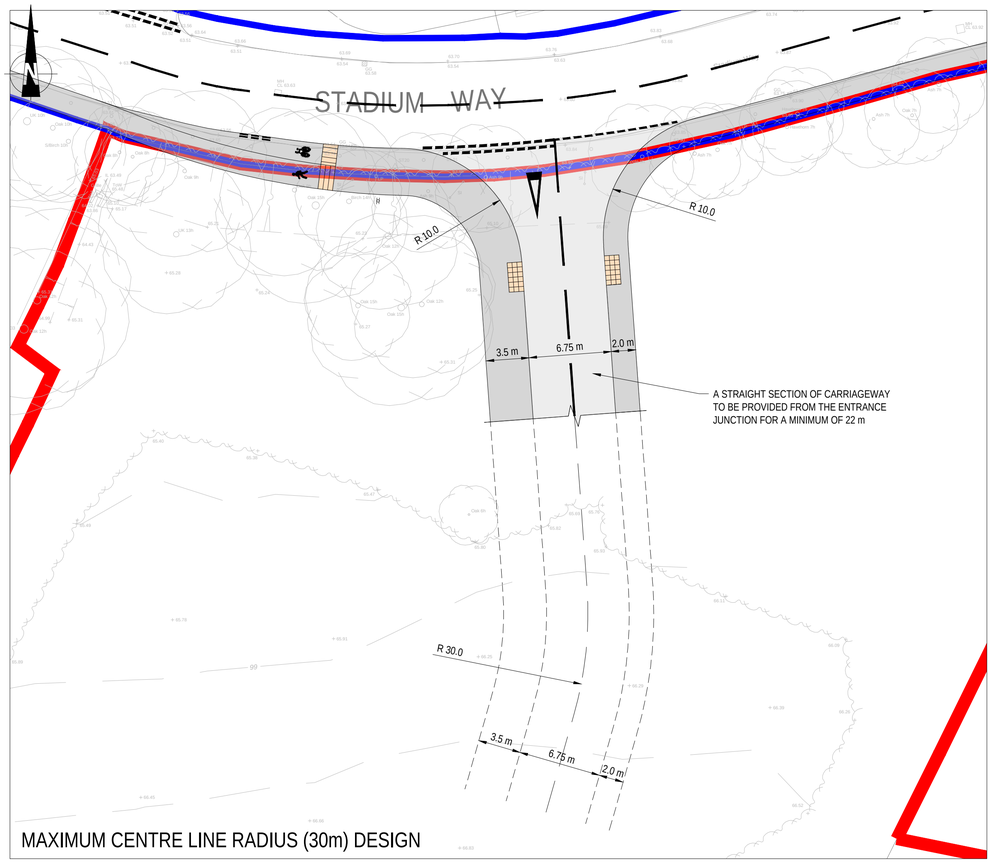
Appendix C Proposed Site Access Drawings



GENERAL ARRANGEMENT PLAN AND VISIBILITY SPLAYS



MINIMUM CENTRE LINE RADIUS (13.6m) DESIGN



MAXIMUM CENTRE LINE RADIUS (30m) DESIGN

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM NEWLYN UNLESS NOTED OTHERWISE.
3. ALL COORDINATES ARE IN METRES RELATIVE TO ORDNANCE SURVEY NATIONAL GRID.
4. THE CONTRACTOR IS TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK OR PREPARING SHOP DRAWINGS.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS AND ARCHITECTS DRAWINGS AND SPECIFICATIONS.
6. THIS IS A COLOURED DRAWING AND SHOULD BE READ AS SUCH.
7. THIS DESIGN IS PRELIMINARY THEREFORE FURTHER SEARCHES ARE REQUIRED DURING DETAILED DESIGN TO DETERMINE THE RISKS ASSOCIATED WITH EXISTING UTILITIES, GEOLOGY AND POTENTIAL CONTAMINATION, AMONGST OTHERS.

LEGEND

- LAND OWNERSHIP BOUNDARY
- HIGHWAYS BOUNDARY
- PROPOSED ACCESS ROAD
- PROPOSED FOOTWAY
- PROPOSED ROAD MARKINGS
- VISIBILITY SPLAYS

0 5 10 15 20 25m

SCALE 1:250

Mark	Revision	Date	Drawn	Chkd	Appd
P12	CLIENT NAME UPDATED	24.11.22	ECR	JC	MI
P11	AMENDED VISIBILITY SPLAYS	13.07.22	ECR	JS	MI
P10	PROPOSED FOOTWAY IMPROVEMENTS	21.06.22	ECR	JS	MI
P9	REVISED FOLLOWING RSA STAGE 1	13.08.21	ECR	JS	MI
P8	REVISED	05.08.21	ECR	JS	MI
P7	UPDATED LAND OWNERSHIP BOUNDARY	01.07.21	ECR	JS	MI
P6	AMENDED FOLLOWING COMMENTS	20.05.21	ECR	JS	MI
P5	PROJECT TITLE UPDATED	12.04.21	ECR	JS	MI
P4	AMENDED FOLLOWING TREE SURVEY	31.03.21	ECR	JS	MI
P3	AMENDED FOLLOWING TOPOGRAPHICAL SURVEY	17.02.21	ECR	JS	MI
P2	AMENDED TO SHOW POTENTIAL ROAD ALIGNMENTS	07.01.19	ECR	JS	MI

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

PRELIMINARY

LAND EAST OF RAYLEIGH ROAD, THUNDERSLEY

STADIUM WAY PROPOSED SITE ACCESS
GENERAL ARRANGEMENT PLAN

Client

THIS LAND DEVELOPMENT LIMITED

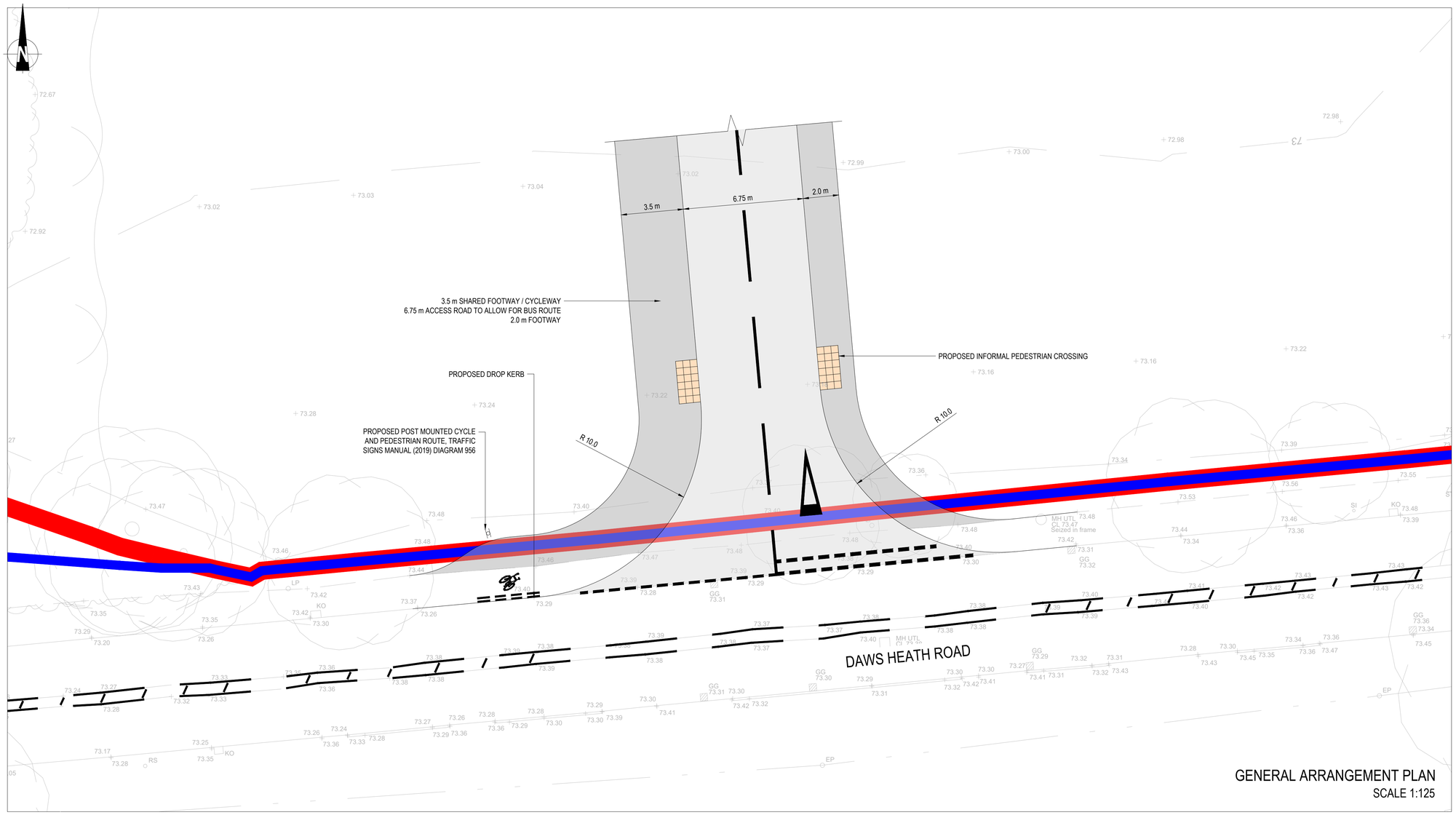
Date of 1st Issue	Designed	Drawn
22.11.2019	ECR	ECR
A1 Scale	Checked	Approved
1:250	JS	MI

Drawing Number: 47268/5501/001
Revision: P12

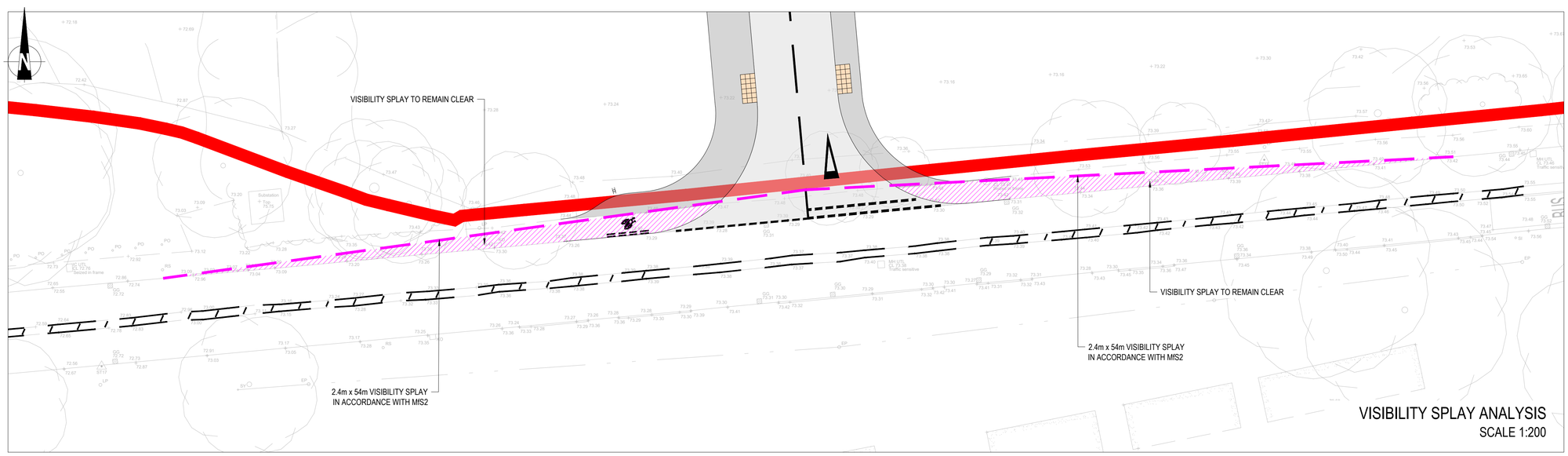
Stantec

stantec.com/uk

CAMBRIDGE
Tel: 01223 882 000



GENERAL ARRANGEMENT PLAN
SCALE 1:125



VISIBILITY SPLAY ANALYSIS
SCALE 1:200

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM NEWLYN UNLESS NOTED OTHERWISE.
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LEGEND

- LAND OWNERSHIP BOUNDARY
- HIGHWAYS BOUNDARY
- PROPOSED ACCESS ROAD
- PROPOSED FOOTWAY
- PROPOSED ROAD MARKINGS
- VISIBILITY SPLAYS

0 2.5 5 7.5 10 12.5m
SCALE 1:125

Mark	Revision	Date	Drawn	Chkd	Appd
P8	CLIENT NAME UPDATED	24.11.22	ECR	JC	MI
P7	REVISED JUNCTION LOCATION 10 m EAST	21.06.22	ECR	JS	MI
P6	REVISED ROAD WIDTH FROM 6.1m TO 6.75m	06.09.21	ECR	JS	MI
P5	REVISED FOLLOWING RSA STAGE 1	13.08.21	ECR	JS	MI
P4	UPDATED LAND OWNERSHIP BOUNDARY	01.07.21	ECR	JS	MI
P3	PROJECT TITLE UPDATED	12.04.21	ECR	JS	MI
P2	AMENDED FOLLOWING TOPOGRAPHICAL SURVEY	18.02.21	ECR	JS	MI

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status
PRELIMINARY

LAND EAST OF RAYLEIGH ROAD, THUNDERSLEY

STADIUM WAY PROPOSED SITE ACCESS GENERAL ARRANGEMENT PLAN

Client
THIS LAND DEVELOPMENT LIMITED

Date of 1st Issue	Designed	Drawn
22.11.2019	ECR	ECR
A1 Scale	Checked	Approved
1:250	JS	MI

Drawing Number	Revision
47268/5501/002	P8

Stantec
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CAMBRIDGE
Tel: 01223 882 000

Appendix D Safety Audit of Proposed Site Accesses

C J Safety Audit

LAND EAST OF RAYLEIGH ROAD
THUNDERSLEY, ESSEX
HIGHWAY ACCESS WORKS

STAGE 1 ROAD SAFETY AUDIT

REPORT REF: SUK08/NGC/RSA1
July/August 2021

Report prepared for: Stantec UK Ltd
Caversham Bridge House
Waterman Place
Reading
Berkshire
RG1 8DN

Project Information:

Client	Stantec on behalf of This Land Ltd and the local highway authority
Client Ref	47268
Title	Land East of Rayleigh Road, Thundersley, Essex: Highway Access Works
Report author	N G Calder BSc(Hons) CEng MICE MCIHT MSoRSA HE Cert Comp

Report Status:

Issue	Status	Purpose	Date
1	Signed	Client issue	07/09/21

1. Introduction

1.1 This report has been produced as a result of a Stage 1 Road Safety Audit (RSA) carried out at the request of Stantec on behalf of This Land Ltd and the local highway authority, Essex CC. The audit submission (a formal brief was not provided) was supplied by J Smith of Stantec.

1.2 The RSA Team is independent of the project design team and has had no involvement with the project. Audit team membership was as follows:-

N G Calder BSc(Hons) CEng MICE MCIHT MSoRSA HE Cert Comp
Principal Road Safety Consultant
CJ Safety Audit

J M Jones IEng MCIHT FIHE MSoRSA
Principal Road Safety Consultant
CJ Safety Audit

1.3 The RSA was undertaken in July and August 2021 and comprised an examination of the documents provided by the client (see Appendix A) together with a site visit undertaken on 30 July 2021 between the hours of 11:30 and 12:30. The weather was overcast and the road surface was dry. Traffic flows on Stadium Way and Daws Heath Road were moderately heavy and free flowing.

1.4 The terms of reference of the RSA are as described in GG 119 *Road Safety Audit*. The audit team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 The scheme arises from proposed residential redevelopment of approx. 450 homes on land to the East of Rayleigh Road. The audited scheme involves two site access junctions to serve the development: one off Stadium Way to the north and one off Daws Heath Road to the south. (Within the site the accesses will be linked but only for public transport and NMU traffic).

1.6 The auditors have reviewed the 5-year (to Feb 2021) police road accident record provided for the location. During this period there have been no recorded accidents within 100m of either proposed junction.

1.7 A problem location plan has been included in Appendix B to the report.

2. Items Raised at Previous Road Safety Audits

The auditors are not aware of any previous audits of this scheme.

3. Items Raised at this Stage 1 Road Safety Audit

General

3.1 No comment

Road Alignment

3.2 No comment

Junctions

3.3 Problem

Location: both proposed junctions
Summary: failure-to-give-way collisions emerging from side roads

The Auditors are concerned that junction visibility splays quoted on the drawings are not fully appropriate to the road environment. (Actual visibility available on site was judged to be in excess of requirements, however it is important that this is protected within the design). MfS standards are intended for primarily residential settings whereas Stadium Way serves a significant industrial area and Daws Heath Road carries mixed through-traffic, suggesting that MfS2 may be more appropriate. Furthermore, at the latter location compliance with the 30mph speed limit appeared variable. Inadequate visibility for the type/speed of traffic may lead to failure-to-give-way collisions.

Recommendation

It is recommended that appropriate visibility standards for the type/speed of traffic are agreed with the local highway authority.

3.4 Problem

Location: Stadium Way southern side footway
Summary: failure-to-give-way collisions emerging from side road

There are existing bollards on the footway which are closely-spaced and approximately 1.1m height above adjacent carriageway, such that they could impinge on junction visibility. This may increase the risk of failure-to-give-way collisions when emerging from the side road, particularly for drivers of lower vehicles.

Recommendation

Removal of any bollards within the splays (see also 3.3 above) is recommended.

Non-Motorised Users

3.5 Problem

Location: Stadium Way proposed refuge island
Summary: pedestrians struck by passing traffic

Although not dimensioned, the proposed refuge island appears to be too narrow to safely shelter users from passing traffic, particularly HGVs. The Auditors note that the existing carriageway width is approx. 7m indicating that an adequate refuge is not practicable without localised carriageway widening.

Recommendation

A minimum refuge width of 1.8m is recommended.

3.6 Problem

Location: both proposed junctions
Summary: cycle collisions

At each junction the proposed foot/cycleway appears to taper into existing footway, which is too narrow for shared-use. This could lead to conflict between users or to cyclists unexpectedly entering the carriageway at risk from passing traffic.

Recommendation

It is recommended that the shared-use facilities terminate clearly at a point where cyclists can safely re-join the carriageway.

3.7 Comment - for detailed design consideration

Location: both proposed junctions

Although nearby tactile-paved crossing points are shown, none are provided at either junction in order to assist pedestrians to cross the side road.

Signing and Lighting

3.8 Comment - for detailed design consideration

Location: Daws Heath Road

There are existing centre hatch markings on Daws Heath Road. Introducing a break at the proposed junction would facilitate positioning of turning traffic.

4. Audit Team Statement

We certify that this audit has been carried out in accordance with Road Safety Audit Standard GG 119.

Audit Team Leader

Nevil Calder
Member of the Society of Road Safety Auditors (MSoRSA)
Principal Road Safety Consultant
CJ Safety Audit

Signed:

Date:07 September 2021

Audit Team Members

Malcolm Jones
Member of the Society of Road Safety Auditors (MSoRSA)
Principal Road Safety Consultant
CJ Safety Audit

Signed:

Date: 07 September 2021

C J Safety Audit

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APPENDIX A - Audit Submission Documents

The following documents were submitted for this road safety audit:-

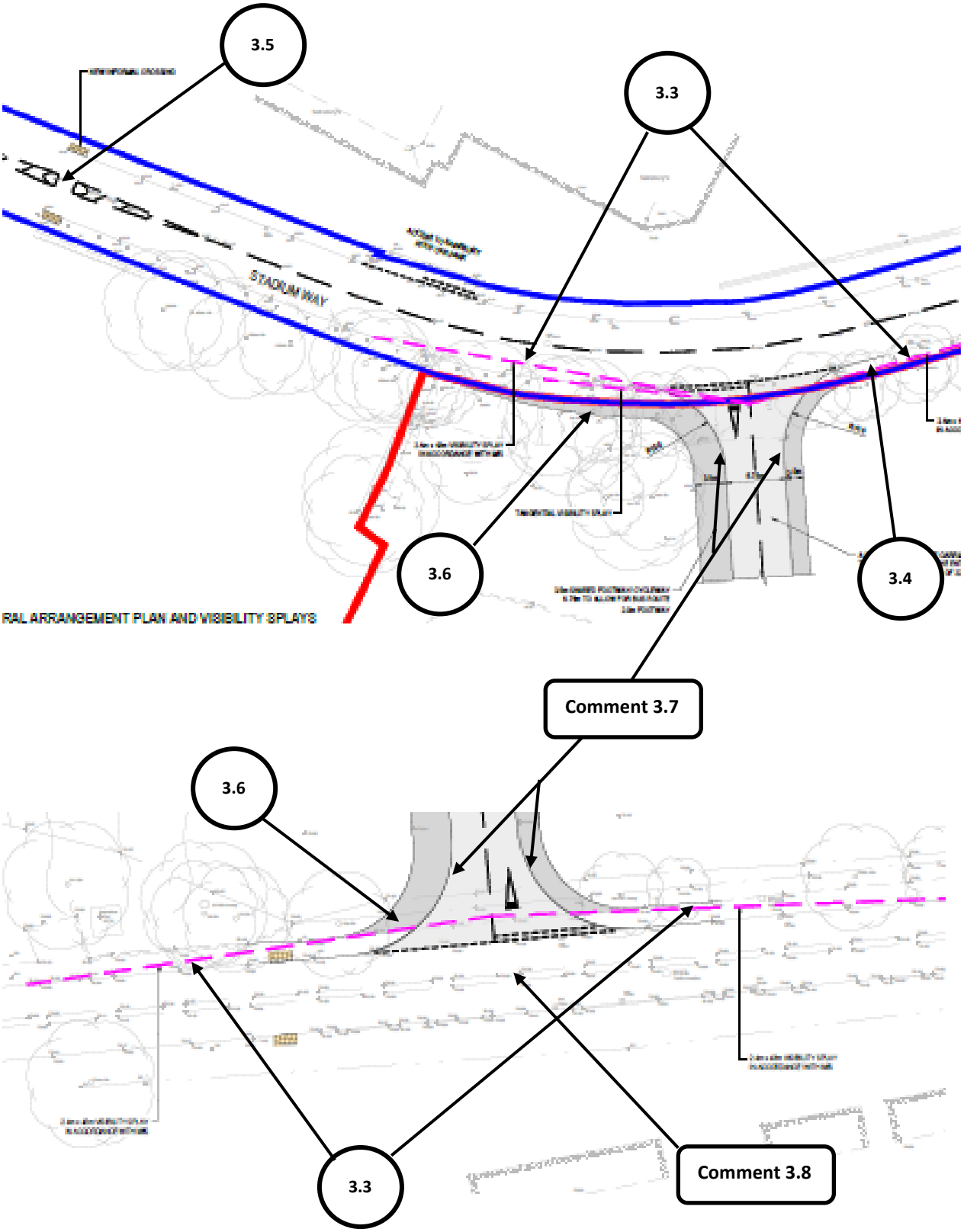
Drg no 47268/5501/001 Rev P7	scale 1:250	Stadium Way Proposed Site Access - GA
Drg no 47268/5501/002 Rev P4	scale 1:250	Daws Heath Road Proposed Site Access - GA

Predicted Traffic flows (AM and PM peaks)

5yr Road Accident Data (to Feb 2021)

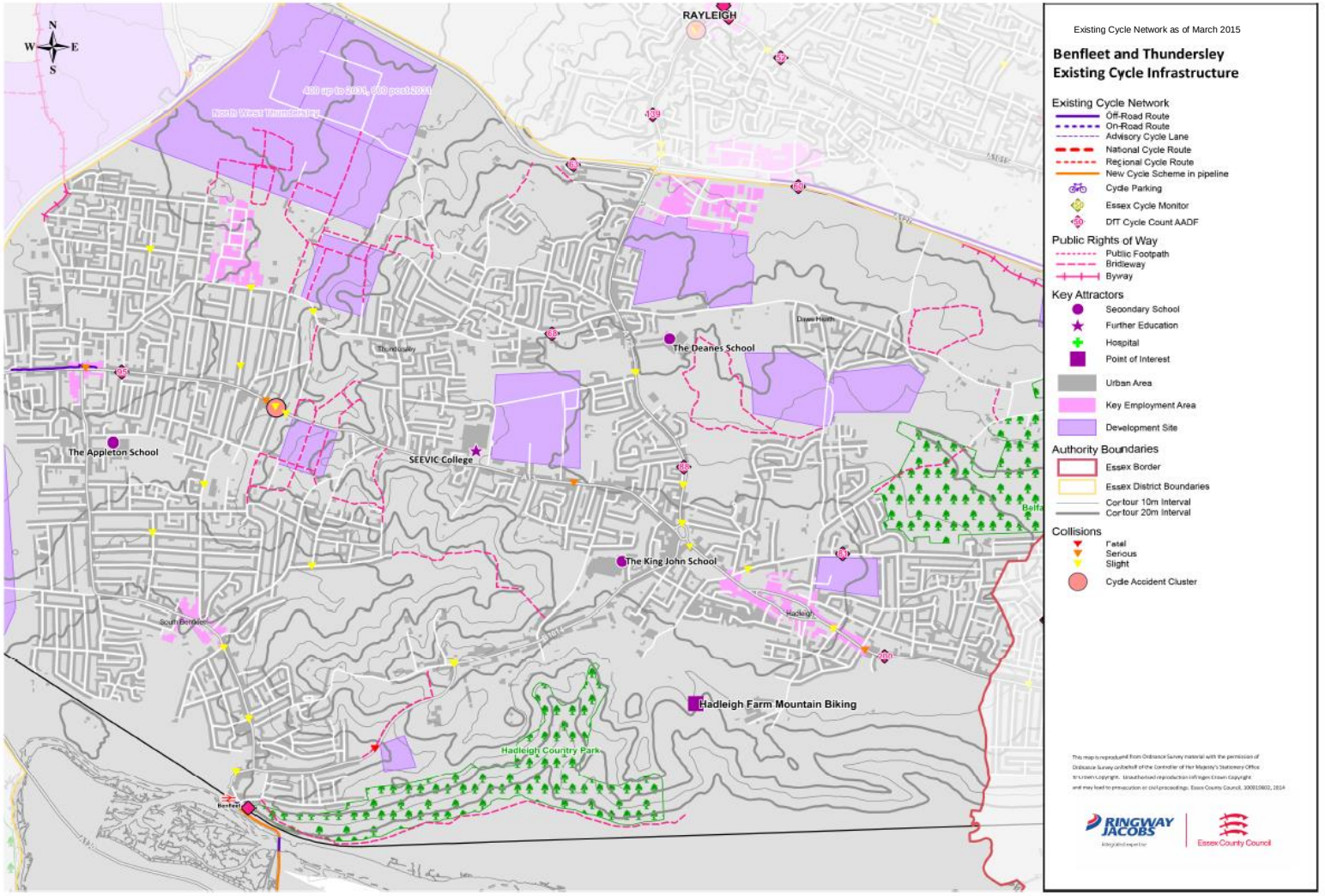
No departures from standard were advised.

APPENDIX B – Problem Location Plans



Appendix E Existing Cycle Infrastructure Plan

Figure 3.6: Existing cycle infrastructure in Benfleet and Thundersley



Appendix F Cycle Improvements Plan

Figure 6.2 Existing and potential cycle routes in Castle Point

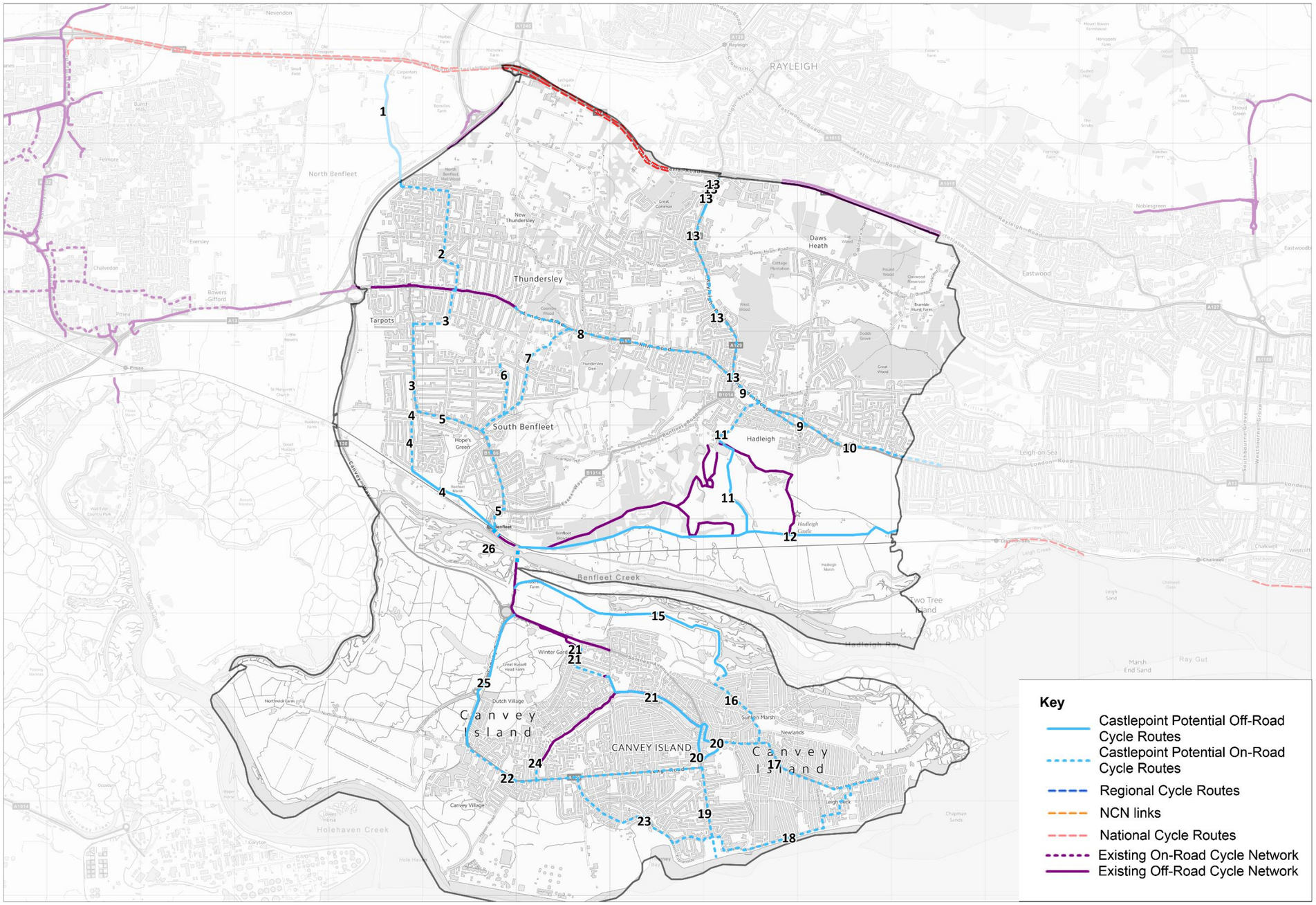


Table 7.1 Costs and Prioritisation of Potential Castle Point Cycle Schemes

Route ID	Route Name	Opportunity	Potential Solution – subject to Feasibility Study	Overall Prioritisation	Est. cost
1	North of the A130		Enhancement of existing Byway 150 north of the A130, connecting to Rushbottom Lane. Upgrade road going under the A130 for cyclists. Potential to extend routes to East Basildon (Pound Lane), utilising Bridleway (PROW 279_182) and/ or footpath (PROW 279-148), subject to further investigation. If extension to E Basildon could be enabled, would provide a useful link to potential scheme 15 in Basildon and Burnt Mills Industrial estate.	M	H
2	London Road (A13) to Basildon Enterprise Corridor	Links large residential area to large employment area via a route which is quicker and shorter than the road alternative	New N-S on road cycle route (quietway) along residential streets of Woodside Avenue, Moreland Avenue, Chancel Close, Maytree Walk, Waverley Road, from London Road (A130) to A13. Upgrade subway of A130 to be more cycle-friendly. New toucan crossing of A13.	M	L
3	London Road (A13) to Benfleet railway station	High demand route to railway station, good topography, poor existing conditions for cycling	New N-S on road cycle route along New Park Road, Croft Road, High Road (B1006) to B1006/ Jotman's Lane junction, from A13 (connecting to potential route 2) to Benfleet railway station. On carriageway cycle lane provision on B1006, cycle friendly treatments at key junctions. Signage only required on quieter roads on approach to London Road (Croft Road/ New Park Road). Convert existing puffin crossing of A13 to Toucan to provide link to North Benfleet and potential route 2. Sustrans recommends physical segregation along High Road, so it would be necessary to reduce vehicle speeds to comply with their guidance and provide a cycle lane.	M	L
4	South Benfleet to Benfleet Railway Station	Quiet route via residential roads and through parkland. Good alternative to B1006.	New N-S on road cycle route (quietway) from South Benfleet to Benfleet railway station, along Jotmans Lane, Appleton Road and Woodham Park Drive. Only signage required on residential streets. Sustrans recommends shared carriageway. Route connected with potential route 3 at B1006/ Jotman's Lane junction. Conversion of existing footpaths* PROW 41 and PROW 16 to off road shared use cycle track, through parkland, parallel to railway line. Route stops at PROW16/ Brook Rd junction to join footpath conversion to shared use through parkland to Benfleet station. Potential land ownership issues, and possible need for new structures over watercourses. Alternative is to continue along PROW16 to join Hall Farm Rd and PROW30 to Benfleet station.	M	H
5	London Road (A13) to Benfleet railway station		New E-W on road cycle route along B1006 (High Road) and B1014 High Street), from London Road to Benfleet railway station. Connects to potential routes 3 and 4 at Jotmans Lane/ High Road junction. Cycle friendly treatments at key junctions required.	H	L
6	Clarence Rd		New N-S on road cycle route along Clarence Road. Signing required (quietway).	M	L
7	Thundersley Park Road from B1006 to the A13	Has a sustained gradient climbing over 70m – enough to deter most from cycling. May still be useful route to sign, and promote as a fitness challenge rather than a standard cycling facility.	New N-S on road cycle route along Thundersley Park Road from B1006 to the A13. Some resurfacing improvements required, particularly at the top of the hill (northern section). Signage required along the route. Cycle markings/ features to assist cyclists making the right turn into the route from main roads at each end.	M	L
8	A13 Kiln Road from Rhoda Road to Rayleigh Road	Major east-west route with many cycle trip attractors and gentle topography.	New off road E-W cycle route along A13 (Kiln Road) between Kenneth Road and Rayleigh Road. Potential to provide hybrid cycle lanes. Reallocation of carriageway central hatching, footway and verges for new segregated cycle lane- continental standard. Carriageway is 8.7m wide plus 2m footway on each side. Where scheme 8 connects to scheme 9 at the A13/ B1014 roundabout, consideration must be paid to improving the safety of cyclists as this has been identified as a cycling accident cluster. Also consider cycle safety at junction with Rhoda Road. Sustrans recommends physical segregation, largely on account of volume of traffic.	M	H+

Route ID	Route Name	Opportunity	Potential Solution – subject to Feasibility Study	Overall Prioritisation	Est. cost
9	A13 (London Road) from Rayleigh Road roundabout to Hadleigh town centre one-way system		Part of a more strategic east-west route with some local use too. People currently cycling on it despite the poor level of service. One-way system in town centre results in challenging environment for cycling with large detours and intimidating traffic conditions. More detailed study required. Design must consider safe cycle passage across/ around the A13/ A129 roundabout where the schemes meet as this has been identified as a cycle accident cluster location. Sustrans recommends physical segregation along the A13.	M	H+
10	A13 (London Road) from Rectory Road to borough boundary (Tattersall Gardens)	A potentially attractive and useful section of cycle route on a key east-west corridor with gentle topography, good views, and potential for road space allocation.	New E-W hybrid cycle route along A13 (London Road) from Rectory Road to Tattersall Gardens (borough boundary). Reallocation of carriageway central hatching/ grass verges for new segregated cycle lane- continental standard. It would then comply with Sustrans recommendations for physical segregation.	M	H+
11	Chapel Lane from London Rd to Hadleigh Country Park bridleway		New N-S on road cycle route along Chapel Lane (quietway), from London Road to Hadleigh Country Park bridleway. Route then follows N-S footpath section (PROW 28) through parkland (off road). Footpath* would need to be converted to bridleway/cycle track. Resurface and widen signed footpath as appropriate. Potential land ownership/conversion to bridleway issues.	M	H
12	Hadleigh Country Park bridleway to Leigh on Sea railway station	A key recreational route and may also attract a utility trips as a flat, direct link between two towns and two railway stations.	Conversion of existing E-W footpath* (PROW 61) to bridleway or create new cycle track, linking Benfleet railway station through Hadleigh Country Park to Leigh-on-Sea railway station. Resurface and widen footpath/ bridleway as appropriate and provide signing. Potential land ownership/conversion to bridleway issues.	L	H
13	Rayleigh Road from Hart Road to London road (A13)	Cycle-friendly topography, space for continental-standard infrastructure, and connects key generators and attractors (Rayleigh Weir).	New N-S hybrid cycle route along Rayleigh Road from A127 to London Road (A13). Reallocation of carriageway central hatching/ footway for new segregated cycle lanes on each side of the road- continental standard. Sustrans recommends physical segregation. Consider footway conversion* to shared use around the A129/London Rd roundabout. Enhance the roundabout for cyclists as this location has been identified as a cycle accident cluster. Further investigation into improving conditions for cyclists is required at the A127/ A129 roundabout which is identified as a cycle accident cluster. Consideration also to be given to potentially improving the signalised junction of Rayleigh Road with Stadium Way to improve conditions for cyclists.	H	H+
15	Canvey Road (Waterside Farm) to Kellington Road via bridleway	Would provide a very attractive alternative route between Benfleet station and eastern end of Canvey Island	Upgrading of existing bridleway (PROW 45) to surface standards suitable for cycling and also pedestrians. This would provide a cycle route between Canvey Road (B1014) at Waterside Farm to Kellington Road. Signing, journey times and lighting to be considered.	L	H+
16	Kellington Rd/Dovervelt Rd/ Mitchells Avenue		New on road cycle route along Kellington Road, Dovervelt Road and Mitchells Avenue. Provides connection to potential routes 15 and17. Wide footway/ verge on southern side that could be utilised to reallocate roadspace. Traffic calming measures to reduce vehicle speeds (to 33mph) would mean that a cycle lane would comply with Sustrans guidance. Current vehicle speeds mean that physical segregation would be recommended.	L	L
17	Point Road and High Street from Wall Road to Foksville Road	Connects large residential area in eastern Canvey with town centre. Other attractors include local shops, a museum and sports facilities. Several cyclist collisions (5 in the last 3 years).	New on road E-W cycle route along High Street and Point Road from Foksville Road to Wall Road. Provides a connection to potential routes 16 and 20. Traffic calming at the 20mph eastern end (built out chicanes causing uncomfortable movements by cyclists) is not cycle-friendly and would need to be modified. At western end, new calming may be needed to safely facilitate an on road cycling facility. Centre line removal to provide two	M	L

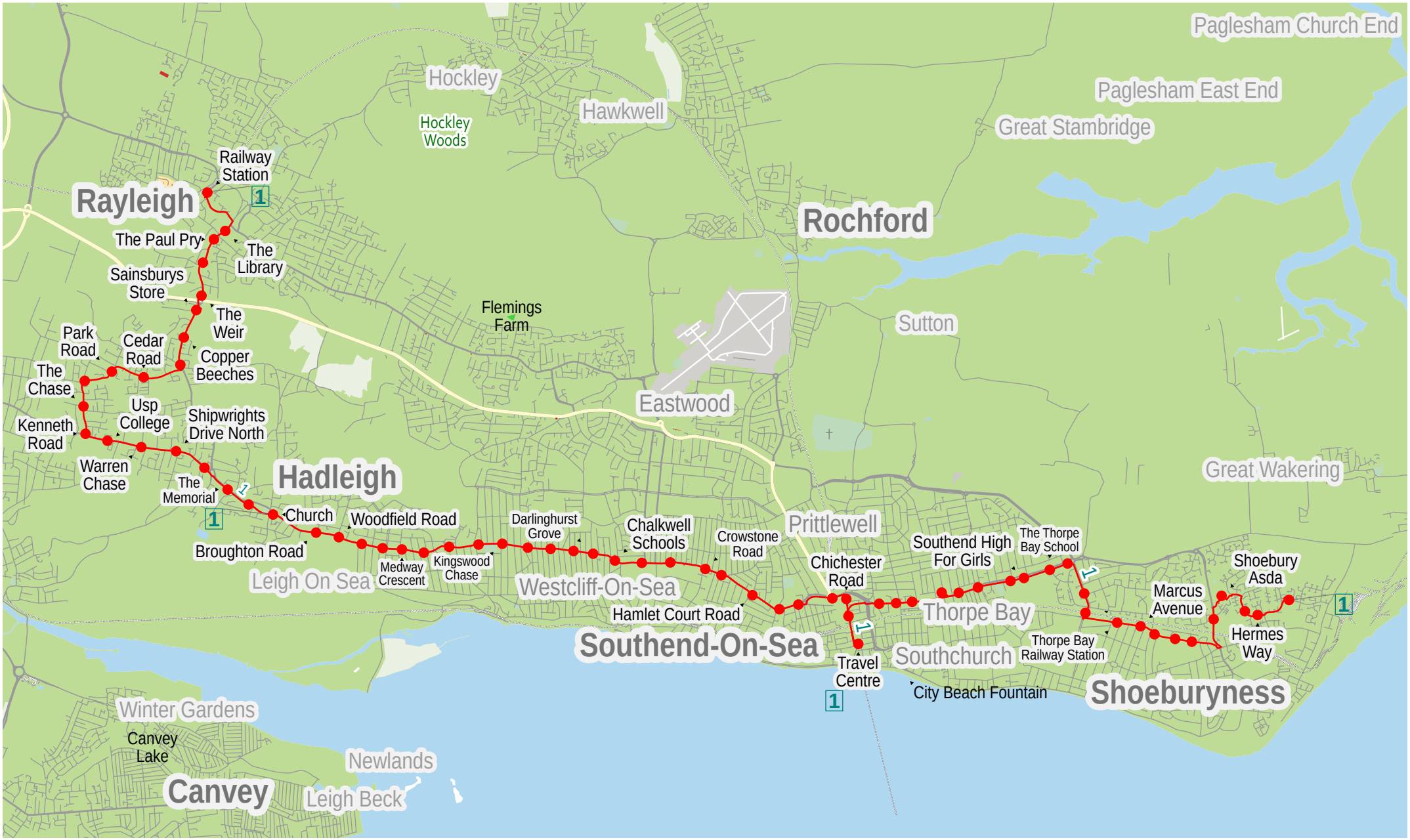
Route ID	Route Name	Opportunity	Potential Solution – subject to Feasibility Study	Overall Priorit-isation	Est. cost
			advisory cycle lanes. Sustrans recommends cycle lane along High Street.		
18	Canvey Central park along Eastern Esplanade to Point Road		New E-W cycle route from Canvey Central Park along Eastern Esplanade, Seaview Road, South Parade, Leigh Beck Road, Southfalls Road to Point Road. Some cycle/ bus friendly traffic calming and 20mph zones may be required on sections of the route but generally signage and occasional junction treatment will be sufficient. Sustrans recommends cycle lane.	H	L
19	Furtherwick Road from Eastern Esplanade	An obvious desire line linking a residential area and the seafront with the town centre, and virtually flat.	New N-S advisory cycle lane along Furtherwicke Road from Canvey Central Park to town centre one way system. Potential to reallocate space from verge to increase highway width if necessary. Sustrans recommends a cycle lane.	H	M
20	Town centre one-way system (High Street, Foksville Road, Furtherwick Rd)	Allowing two-way cycling would be very advantageous to remove the need for large detours, and avoid what is usually hazardous cycling conditions (in multi-lane one-way systems).	New off road cycle route around town centre one-way system. A number of techniques could be utilised: contra-flow cycle lanes, off-road tracks, shared use footways,etc. Should be appraised in a feasibility study.	H	#N/A
21	Benfleet station to Canvey town centre	Upgrading of existing route. Has controlled crossings attractive traffic-free sections, and uses quiet residential streets. The route could be greatly improved and its appeal broadened.	Utilise existing Lakeside Path (signed as a private path). Convert footpath* PROW 11 to shared use cycle track to create an E-W cycle route. Potential width issues which will require further study. Crossing required of Link Road (tiger) to enable route to continue along existing cycle path along Kingsdown Walk. Route joins signed quietway along Concord Road and Central Avenue, to a footway conversion* on Station Approach before joining the existing off road network along Winter Gardens Path. Route requires improved surfacing and clearer segregation on traffic-free sections, and implementation of journey time signs.	H	H
22	Long Road from Furtherwick Road to Northwick Road roundabout	A useful direct strategic route through the island, but is busy, narrow and has also seen many cyclist collisions in last three years.	New E-W on-road cycle route between Furtherwick Road and Northwick Road. 6m width carriageway means space is limited, so provide a cycle facility on one side of the road (in the most congested direction), remove centre line and improve traffic speed enforcement (reduce speed limit). The junction of the A130 Long Road with Craven Avenue has been identified as an accident cluster site, so consideration should be given to implementing improvements with a view to reducing cycle accidents. Reduction of traffic speeds will enable better compliance with Sustrans guidance.	M	L
23	Thorney Bay Road/ Western Esplanade to Canvey Central Park	Alternative East-West route avoiding town centre and majority of busy A130/ Also connects new development site to other parts of Canvey	New on-road cycle route along Thorney Bay Road/ Western Avenue to Canvey Central Park. Cycle/ bus friendly traffic calming and 20mph zones may be required on sections of route but generally signage and some junction treatments will be sufficient.	M	L
24	New Rd		Short section of new on road cycle route along Canvey Road, linking potential scheme 22 (Long Road) with existing off road cycle routes at Somnes Road and Canvey Road (north of roundabout). Two 6.5m carriageways, with a 1.5m central verge and additional 2.5m verge at each side. Ideally, reallocate one traffic lane to provide a segregated two way cycle lane (hybrid cycle lanes-continental standard segregated route)	M	M
25	Canvey Road from Northwick Road roundabout to Canvey Way roundabout	Only direct way to cycle from south west Canvey to the mainland. People already cycle (counts show 50+ per day, and 3 collisions in 3 years) despite conditions (2 lane dual carriageway with 50mph speed limit, and a narrow footway on one side).	New N-S off road (footway conversion*) cycle route along Canvey Road, between Northwick Road roundabout and Canvey Way roundabout (owing to fast vehicle speeds). Junction treatments required at both ends of the scheme, especially for the crossing of Somnes Avenue at the Canvey Rd/ Canvey Way/ Somnes Ave roundabout, which has been identified as a cyclist accident cluster site. Road is dual carriageway in both directions (6.5m wide each way), with a central reserve (2m) and verge on each side (3m on each side). Carriageway space could be	H	H

Route ID	Route Name	Opportunity	Potential Solution – subject to Feasibility Study	Overall Priorit-isation	Est. cost
			reallocated to provide a segregated two way cycle lane on one side.		
26	Canvey Road - connectivity in vicinity of Benfleet Rail Station	Existing and newly upgraded cycle route along Canvey Road does not bring cyclists to the station or existing cycle parking on north side of Canvey Road	Investigate how existing Canvey Road cycle route may be extended across the bridge and provide a continuous link to Benfleet Station. Further consideration to be given to cycle connectivity in the vicinity of Benfleet station with a view to providing an improvement for cyclists accessing the station, station cycle parking or existing shared use subways.	H	-

Appendix G Bus Information

traveline.info/se
0871 200 22 33
Calls cost 12p per minute plus your phone company's access charge

Route map for Arriva (in Herts and Essex) service 1 (outbound)

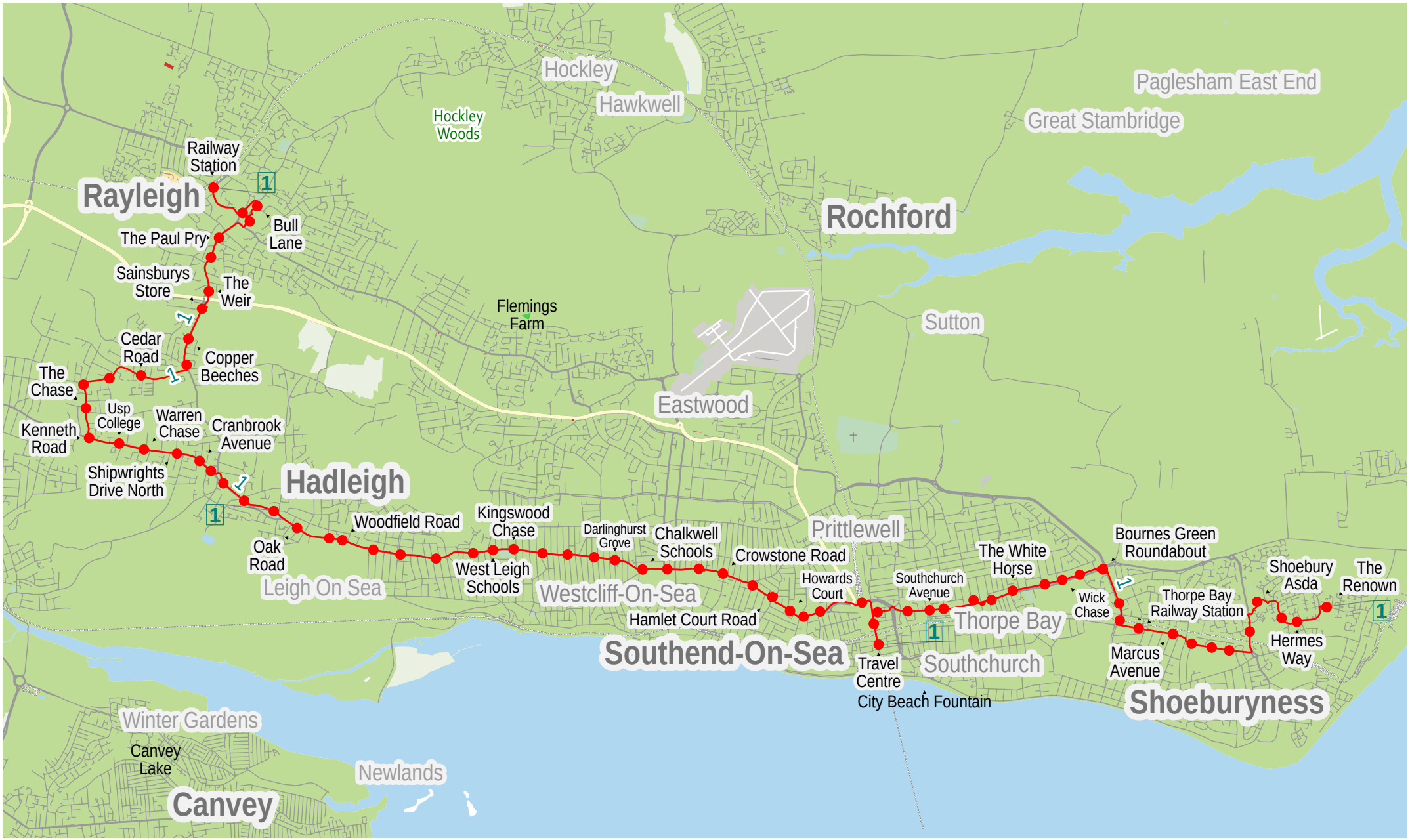


set-05001A(1).y08 (outbound)

traveline
public transport info

traveline.info/se
0871 200 22 33
Calls cost 12p per minute plus your phone company's access charge

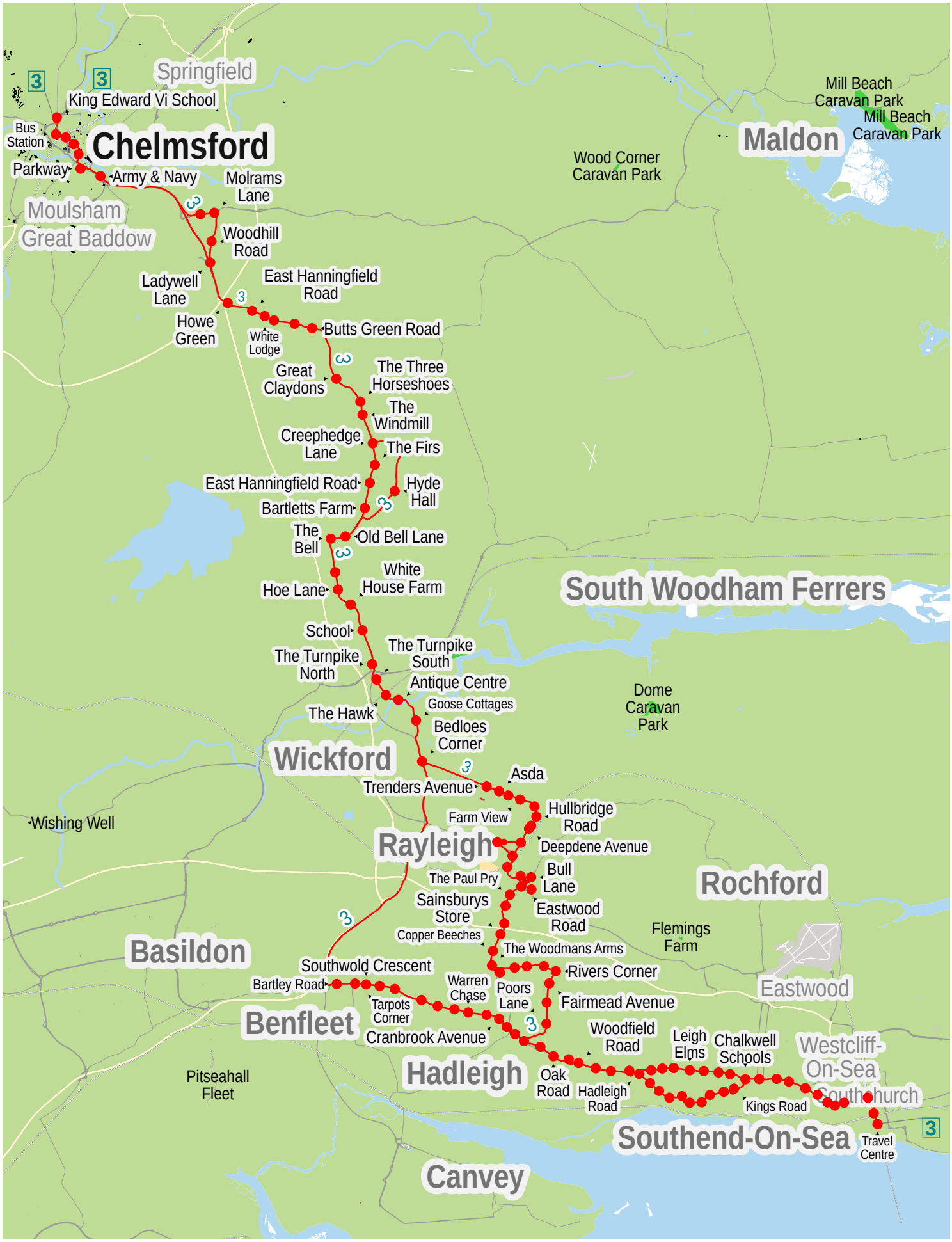
Route map for Arriva (in Herts and Essex) service 1 (inbound)



traveline
public transport info

traveline.info/se
0871 200 22 33
Calls cost 12p per minute plus your phone company's access charge

Route map for Essex & Suffolk DaRT service 3 (outbound)



2.5 km 5 km 7.5 km 10 km

traveline
public transport info

traveline.info/se
0871 200 22 33
Calls cost 12p per minute plus your phone company's access charge

Route map for Essex & Suffolk DaRT service 3 (inbound)

Appendix H Traffic Survey Data

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 31509 Rayleigh Road, Thundersley

Site Number/Name: Site 1 - A127/Rayleigh Road

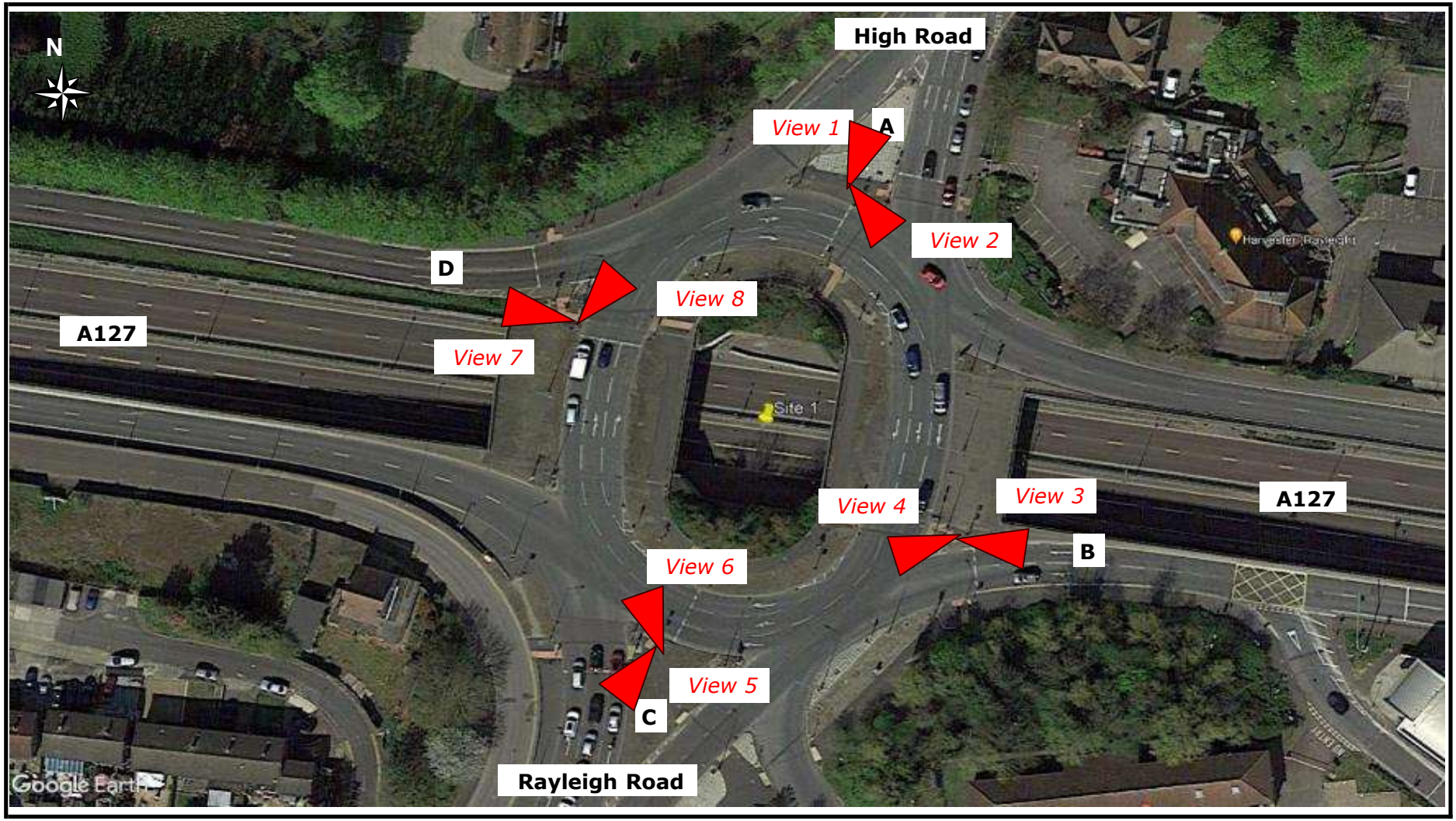
Client: Stantec

Date: 09/06/2022

Weather: Sunny, Dry

Advanced Transport Research		Job Number & Name:	31509 Rayleigh Road, Thundersley
Site 1 - A127/Rayleigh Road		Date:	Thursday 09 Jun 2022

Job Type:	Junction Count				
Co-ordinates:	51°34'37.69"N, 0°35'55.85"E	Postcode:	SS6 7SP	Times:	0700-1000 1600-1900



Advanced Transport Research

Site 1 - A127/Rayleigh Road

Classified Counts

	A to A								A to B							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	2	1	0	0	0	0	0	0	19	5	3	0	0	1	0	0
07:15 - 07:30	2	0	0	0	0	0	0	0	21	5	2	1	0	2	0	0
07:30 - 07:45	2	2	0	0	0	0	0	0	18	5	0	0	0	0	0	0
07:45 - 08:00	0	1	0	0	0	0	0	0	23	5	1	0	0	0	0	0
08:00 - 08:15	2	0	0	0	0	0	0	0	18	4	1	0	0	0	0	0
08:15 - 08:30	1	1	0	0	0	0	0	0	23	4	0	0	0	1	0	0
08:30 - 08:45	3	2	0	0	0	0	0	0	19	4	1	0	0	0	0	0
08:45 - 09:00	1	0	0	0	0	0	0	0	22	7	0	1	0	0	0	0
09:00 - 09:15	1	0	0	0	0	0	0	0	23	2	0	1	0	0	0	0
09:15 - 09:30	0	1	0	0	0	0	0	0	21	6	0	2	0	0	0	0
09:30 - 09:45	1	1	1	0	0	0	0	0	21	4	1	0	0	1	0	0
09:45 - 10:00	2	1	0	0	0	0	0	0	23	8	4	0	0	0	1	0
16:00 - 16:15	3	0	0	0	0	0	0	0	19	5	1	0	0	0	0	0
16:15 - 16:30	3	1	0	0	0	0	0	0	19	6	1	0	0	0	0	0
16:30 - 16:45	2	1	0	0	0	0	0	0	16	3	0	0	0	0	0	0
16:45 - 17:00	1	0	0	0	0	0	0	0	18	2	0	0	0	0	0	0
17:00 - 17:15	7	1	0	0	0	0	0	0	18	2	0	0	0	1	0	0
17:15 - 17:30	1	0	0	0	0	0	0	0	13	3	0	0	0	1	0	0
17:30 - 17:45	1	2	0	0	0	0	0	0	22	5	0	0	0	0	0	0
17:45 - 18:00	3	0	0	0	0	0	0	0	25	1	1	0	0	0	1	0
18:00 - 18:15	2	0	0	0	0	0	0	0	27	1	0	0	0	0	0	0
18:15 - 18:30	5	1	0	0	0	0	0	0	18	3	0	0	0	1	0	0
18:30 - 18:45	4	0	0	0	0	0	0	0	34	1	1	0	0	0	0	0
18:45 - 19:00	2	1	0	0	0	0	0	0	24	2	1	0	1	0	0	0

	A to C								A to D							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	48	12	5	0	1	1	1	0	75	18	1	0	0	1	0	0
07:15 - 07:30	74	16	0	0	1	0	1	0	85	29	4	1	0	2	0	0
07:30 - 07:45	94	20	2	0	3	1	0	0	106	35	3	0	0	0	0	0
07:45 - 08:00	96	19	2	0	2	1	1	0	105	28	1	0	0	4	0	0
08:00 - 08:15	108	22	2	0	1	0	0	0	100	14	1	2	1	1	0	0
08:15 - 08:30	95	18	2	0	2	0	0	0	91	20	3	1	0	0	0	0
08:30 - 08:45	120	17	0	1	1	0	0	0	92	10	5	1	0	1	0	0
08:45 - 09:00	103	23	2	1	2	0	1	0	55	12	1	1	0	0	0	0
09:00 - 09:15	98	13	5	0	1	0	1	0	66	25	0	4	0	1	0	0
09:15 - 09:30	94	19	2	0	2	0	0	0	48	14	5	0	0	1	0	0
09:30 - 09:45	95	15	1	0	1	1	2	0	60	13	6	0	1	0	0	0
09:45 - 10:00	96	13	2	0	1	1	0	0	47	17	4	0	0	1	0	0
16:00 - 16:15	133	23	1	0	2	1	0	0	50	24	4	0	0	2	0	0
16:15 - 16:30	122	29	1	0	2	3	2	0	61	17	1	0	0	2	0	0
16:30 - 16:45	138	21	2	1	2	1	1	0	83	10	1	0	0	2	0	0
16:45 - 17:00	120	16	1	0	2	2	1	0	63	12	0	0	0	1	1	0
17:00 - 17:15	98	19	2	0	1	0	0	0	77	9	0	0	0	2	0	0
17:15 - 17:30	139	12	0	1	1	1	1	0	48	9	0	0	0	0	0	0
17:30 - 17:45	135	12	1	0	2	2	0	0	77	16	1	1	0	0	0	0
17:45 - 18:00	133	14	1	0	2	0	1	0	41	8	1	0	1	0	0	0
18:00 - 18:15	131	6	1	0	2	1	2	0	78	8	3	0	0	0	0	0
18:15 - 18:30	116	7	1	0	3	0	1	0	38	7	0	1	0	1	0	0
18:30 - 18:45	124	9	1	1	1	0	0	0	35	5	0	0	0	1	0	0
18:45 - 19:00	136	6	1	0	1	2	0	0	30	5	1	0	0	0	0	0

	B to A								B to B							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	28	5	2	0	0	3	0	0	9	7	0	0	0	0	0	0
07:15 - 07:30	25	6	0	0	0	1	0	0	10	6	0	0	0	2	0	0
07:30 - 07:45	34	9	0	0	0	1	0	0	6	8	0	0	0	1	0	0
07:45 - 08:00	39	10	3	0	0	0	0	0	10	5	1	0	0	1	0	0
08:00 - 08:15	43	7	2	0	0	0	0	0	8	3	1	0	0	0	0	0
08:15 - 08:30	55	10	1	0	0	0	0	0	11	3	2	0	0	0	0	0
08:30 - 08:45	41	3	0	0	0	1	0	0	14	3	2	0	0	0	0	0
08:45 - 09:00	46	13	1	1	0	0	0	0	12	3	2	0	0	1	0	0
09:00 - 09:15	42	13	1	0	0	0	0	0	11	7	0	0	0	0	0	0
09:15 - 09:30	53	5	1	0	0	0	0	0	13	3	0	0	0	0	0	0
09:30 - 09:45	54	6	3	0	0	0	0	0	8	6	1	0	0	0	0	0
09:45 - 10:00	60	12	1	0	0	0	0	0	11	5	1	0	0	0	0	0
16:00 - 16:15	71	6	0	0	0	1	0	0	11	1	0	0	0	0	0	0
16:15 - 16:30	66	9	0	0	0	2	0	0	10	3	0	0	0	0	0	0
16:30 - 16:45	99	7	0	0	0	1	0	0	11	5	0	0	0	0	0	0
16:45 - 17:00	96	9	1	0	0	0	0	0	10	5	0	0	0	0	0	0
17:00 - 17:15	79	8	0	0	0	1	0	0	12	2	0	0	0	1	0	0
17:15 - 17:30	76	7	1	0	0	0	0	0	10	1	0	0	0	0	0	0
17:30 - 17:45	76	4	0	0	0	2	0	0	7	0	0	0	0	0	0	0
17:45 - 18:00	77	3	0	0	0	0	0	0	16	1	2	0	0	0	0	0
18:00 - 18:15	75	2	1	0	0	2	1	0	12	1	0	0	0	1	0	0
18:15 - 18:30	67	8	0	0	0	1	0	0	15	0	1	0	0	0	0	0
18:30 - 18:45	75	3	0	0	0	0	0	0	15	4	0	0	0	0	0	0
18:45 - 19:00	78	5	0	0	0	0	0	0	12	4	0	0	0	0	0	0

	B to C									
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV
07:00 - 07:15	46	16	0	0	0	0	0	0	9	8
07:15 - 07:30	38	15	2	2	0	0	0	0	11	12
07:30 - 07:45	29	14	4	0	0	1	0	0	6	9
07:45 - 08:00	51	17	4	0	0	1	0	0	9	9
08:00 - 08:15	36	13	2	0	1	2	0	0	10	12
08:15 - 08:30	39	20	0	0	0	1	0	0	17	8
08:30 - 08:45	69	11	1	0	0	0	0	0	23	8
08:45 - 09:00	72	16	2	1	0	1	0	0	21	4
09:00 - 09:15	61	18	2	2	0	0	0	0	14	15
09:15 - 09:30	68	12	3	0	0	0	0	0	16	3
09:30 - 09:45	61	13	2	0	0	0	0	0	12	7
09:45 - 10:00	63	13	0	1	0	1	0	0	15	7
16:00 - 16:15	61	13	2	0	0	1	0	0	21	5
16:15 - 16:30	56	7	0	0	0	0	0	0	17	5
16:30 - 16:45	55	10	0	0	0	0	0	0	25	3
16:45 - 17:00	64	13	0	0	0	0	0	0	18	6
17:00 - 17:15	40	7	0	0	1	0	0	0	35	3
17:15 - 17:30	60	8	0	0	0	0	0	0	15	4
17:30 - 17:45	56	4	0	0	0	0	1	0	29	2
17:45 - 18:00	73	11	0	0	0	0	0	0	19	5
18:00 - 18:15	50	11	1	0	0	0	0	0	20	3
18:15 - 18:30	54	8	0	0	0	1	0	0	20	4
18:30 - 18:45	64	7	2	1	0	0	0	0	20	3
18:45 - 19:00	63	3	1	0	0	1	0	0	6	4

B to D						C to A								C to B								C to C								C to D								D to A								D to B								D to C					
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B
0	0	1	1	0	0	34	9	1	0	1	0	0	0	56	13	1	0	0	1	0	0	0	0	0	0	0	0	0	0	92	29	2	0	0	0	0	0	20	15	1	2	0	0	0	0	9	4	0	0	0	0	0	0	45	12	3	2	0	1
2	1	0	0	0	0	50	11	1	0	3	0	1	0	90	25	1	0	1	1	0	0	0	0	0	0	0	0	0	0	90	32	2	0	0	1	0	0	20	10	2	0	0	0	0	0	9	5	1	2	0	0	0	0	68	26	4	1	0	2
2	0	0	1	0	0	33	21	0	0	2	0	3	0	97	27	1	0	0	1	0	0	2	0	0	0	0	0	0	0	79	17	2	1	0	0	0	0	32	18	6	1	0	0	0	0	8	8	2	1	0	0	0	0	70	22	2	4	0	1
0	0	0	0	0	0	45	14	1	0	0	0	0	0	104	20	2	0	0	1	0	0	0	0	0	0	0	0	0	0	93	17	5	2	0	1	0	0	50	18	3	1	0	0	0	0	10	6	0	0	0	0	0	0	93	34	4	2	0	1
1	2	0	1	0	0	44	10	0	1	2	1	0	0	88	14	3	1	0	1	0	0	0	0	0	0	0	0	0	0	69	12	7	2	1	0	0	0	36	24	5	1	0	0	0	0	14	5	0	0	0	1	0	0	100	25	9	1	0	0
4	0	0	1	0	0	43	15	3	0	2	0	1	0	99	13	3	0	0	0	0	0	2	1	0	0	0	0	0	0	105	19	2	4	0	1	0	0	49	14	0	0	0	0	0	0	16	4	0	1	0	0	0	0	90	21	5	0	0	1
1	3	1	0	0	0	52	11	2	0	0	0	0	0	82	14	1	1	1	0	0	0	1	0	0	0	0	0	0	0	80	23	3	1	0	1	0	0	39	10	3	0	0	0	0	0	15	2	0	0	0	0	0	0	81	18	2	1	0	0
1	0	0	0	0	0	65	18	4	0	2	1	1	0	85	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	76	15	3	1	2	0	0	0	42	7	2	1	0	0	0	0	11	3	0	1	0	0	0	0	101	19	3	0	0	0
1	1	0	0	0	0	36	6	1	0	1	2	1	0	78	20	2	0	0	0	0	0	2	0	0	0	0	0	0	0	76	24	4	1	0	0	0	0	34	7	2	0	0	0	0	0	16	1	1	0	0	0	0	0	85	33	5	2	0	0
1	0	0	0	0	0	49	4	1	0	2	0	3	0	76	13	3	0	0	0	0	0	3	0	0	0	0	0	0	0	80	17	5	2	0	0	0	0	32	10	2	0	0	0	0	0	10	5	1	0	0	0	0	0	74	24	6	2	0	1
0	1	0	0	0	0	52	6	2	0	1	1	0	0	80	15	4	0	0	1	0	0	2	0	0	0	0	0	0	0	73	16	4	0	0	2	0	0	28	10	2	1	0	0	0	0	14	1	0	0	0	0	0	0	78	14	11	2	0	0
1	0	0	0	0	0	40	5	1	0	1	0	1	0	74	10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	59	9	6	2	0	1	0	0	28	6	2	1	0	2	0	0	14	3	2	1	0	0	0	0	94	13	6	2	0	0
0	0	0	0	0	0	54	10	2	0	2	0	0	0	94	16	2	0	1	2	1	0	0	0	0	0	0	0	0	0	71	16	2	0	0	0	0	0	64	13	1	2	0	1	0	0	19	4	2	1	1	0	0	0	112	27	1	1	0	0
1	0	0	0	0	0	48	8	0	0	0	0	1	0	76	15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	76	16	2	1	0	0	0	0	75	13	1	0	0	2	0	0	19	2	0	0	0	0	0	0	106	30	3	0	0	1
2	0	0	0	0	0	60	13	0	0	2	0	0	0	78	16	1	0	0	1	0	0	2	3	0	0	0	0	0	0	75	14	1	0	0	0	0	0	70	15	0	0	0	4	0	0	11	6	1	1	0	0	0	0	99	32	0	0	0	2
0	1	0	0	0	0	75	9	2	0	1	0	2	0	71	11	0	0	0	3	0	0	4	0	0	0	0	0	0	0	73	12	1	0	0	2	0	0	77	19	1	0	0	3	0	0	16	0	0	0	0	0	0	0	133	33	1	0	1	1
0	0	0	0	0	0	70	10	1	0	1	1	0	0	55	10	0	0	0	0	0	0	3	1	0	0	0	0	0	0	85	11	0	0	0	1	0	0	74	22	1	0	0	1	0	0	10	2	0	0	0	0	0	0	126	30	1	0	0	0
0	0	0	0	0	0	79	9	0	0	1	2	1	0	86	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0	81	3	1	0	0	0	0	0	103	22	1	0	0	2	0	0	13	2	0	0	0	1	0	0	142	20	3	0	0	1
0	0	0	0	0	0	77	5	0	0	2	0	0	0	81	11	1	0	0	1	0	0	3	0	0	0	0	0	0	0	76	10	1	0	0	0	0	0	87	17	0	0	0	0	0	0	16	2	0	0	0	0	0	0	133	17	2	0	0	0
0	0	0	0	0	0	58	7	1	0	2	0	0	0	79	9	0	0	1	1	0	0	2	0	0	0	0	0	0	0	56	5	0	0	0	0	0	0	80	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	124	13	2	0	0	1
0	0	0	0	0	0	57	6	1	0	2	0	2	0	73	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	78	10	1	0	0	0	0	0	71	13	0	0	0	2	0	0	12	0	0	1	0	0	0	0	128	14	0	0	0	2
0	0	0	0	0	0	77	6	0	1	2	1	0	0	51	8	0	0	0	0	0	0	2	0	0	0	0	0	0	0	69	8	0	0	0	1	0	0	69	10	0	0	0	2	0	0	22	0	0	0	0	0	0	0	103	15	0	1	1	1
0	0	0	2	0	0	65	8	0	0	1	1	1	0	54	9	0	0	0	1	0	0	1	0	0	0	0	0	0	0	54	5	0	0	0	0	0	0	46	12	1	0	0	1	0	0	17	1	1	0	0	0	0	0	80	9	0	0	0	2
0	0	0	0	0	0	59	3	0	0	0	1	0	0	62	10	0	0	0	0	1	0	2	0	0	0	0	0	0	0	39	8	0	0	0	0	0	0	47	4	0	0	0	2	0	0	17	2	0	0	0	0	0	0	78	18	0	0	0	1

b Number & Name:	**31509 Rayleigh Road, Thundersley**
Client:	**Stantec**
Date:	**Thursday 09 June 2022**

		D to D							
Cyc	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
0	0	1	1	1	0	0	0	0	0
0	0	3	1	0	2	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	3	0	0	0	0	0
0	0	1	0	1	1	0	0	0	0
0	0	3	2	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0	0
0	0	0	0	0	3	0	0	0	0
0	0	2	2	0	0	0	0	0	0
0	0	1	0	2	0	0	0	0	0
0	0	3	2	1	2	0	0	0	0
0	0	2	0	3	0	0	0	0	0

0	0	2	2	0	5	0	0	0	0
0	0	1	0	0	2	0	0	0	0
0	0	1	4	0	2	0	1	0	0
0	0	1	0	0	1	0	0	0	0
0	0	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 1 - A127/Rayleigh Road
PCU Values

Job Number & Name: 31008 Rayleigh Road, Thundersley
Client: Stantec
Date: Thursday 09 June 2022

Times		A to A Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	A to B Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	A to C Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
###	###	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	19.0	5.0	4.5	0.0	0.0	0.4	0.0	28.9	48.0	12.0	7.5	0.0	2.0	0.4	0.2	70.1
###	###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	21.0	5.0	3.0	2.3	0.0	0.8	0.0	32.1	74.0	16.0	0.0	0.0	2.0	0.0	0.2	92.2
###	###	2.0	2.0	0.0	0.0	0.0	0.0	0.0	4.0	18.0	5.0	0.0	0.0	0.0	0.0	0.0	23.0	94.0	20.0	3.0	0.0	6.0	0.4	0.0	123.4
###	###	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	23.0	5.0	1.5	0.0	0.0	0.0	0.0	29.5	96.0	19.0	3.0	0.0	4.0	0.4	0.2	122.6
###	###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	18.0	4.0	1.5	0.0	0.0	0.0	0.0	23.5	108.0	22.0	3.0	0.0	2.0	0.0	0.0	135.0
###	###	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	23.0	4.0	0.0	0.0	0.0	0.4	0.0	27.4	95.0	18.0	3.0	0.0	4.0	0.0	0.0	120.0
###	###	3.0	2.0	0.0	0.0	0.0	0.0	0.0	5.0	19.0	4.0	1.5	0.0	0.0	0.0	0.0	24.5	120.0	17.0	0.0	2.3	2.0	0.0	0.0	141.3
###	###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	22.0	7.0	0.0	2.3	0.0	0.0	0.0	31.3	103.0	23.0	3.0	2.3	4.0	0.0	0.2	135.5
###	###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	23.0	2.0	0.0	2.3	0.0	0.0	0.0	27.3	98.0	13.0	7.5	0.0	2.0	0.0	0.2	120.7
###	###	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	21.0	6.0	0.0	4.6	0.0	0.0	0.0	31.6	94.0	19.0	3.0	0.0	4.0	0.0	0.0	120.0
###	###	1.0	1.0	1.5	0.0	0.0	0.0	0.0	3.5	21.0	4.0	1.5	0.0	0.0	0.4	0.0	26.9	95.0	15.0	1.5	0.0	2.0	0.4	0.4	114.3
###	###	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	23.0	8.0	6.0	0.0	0.0	0.0	0.2	37.2	96.0	13.0	3.0	0.0	2.0	0.4	0.0	114.4
###	###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	19.0	5.0	1.5	0.0	0.0	0.0	0.0	25.5	133.0	23.0	1.5	0.0	4.0	0.4	0.0	161.9
###	###	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	19.0	6.0	1.5	0.0	0.0	0.0	0.0	26.5	122.0	29.0	1.5	0.0	4.0	1.2	0.4	158.1
###	###	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	16.0	3.0	0.0	0.0	0.0	0.0	0.0	19.0	138.0	21.0	3.0	2.3	4.0	0.4	0.2	168.9
###	###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	18.0	2.0	0.0	0.0	0.0	0.0	0.0	20.0	120.0	16.0	1.5	0.0	4.0	0.8	0.2	142.5
###	###	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	18.0	2.0	0.0	0.0	0.0	0.4	0.0	20.4	98.0	19.0	3.0	0.0	2.0	0.0	0.0	122.0
###	###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	13.0	3.0	0.0	0.0	0.0	0.4	0.0	16.4	139.0	12.0	0.0	2.3	2.0	0.4	0.2	155.9
###	###	1.0	2.0	0.0	0.0	0.0	0.0	0.0	3.0	22.0	5.0	0.0	0.0	0.0	0.0	0.0	27.0	135.0	12.0	1.5	0.0	4.0	0.8	0.0	153.3
###	###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	25.0	1.0	1.5	0.0	0.0	0.0	0.2	27.7	133.0	14.0	1.5	0.0	4.0	0.0	0.2	152.7
###	###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	27.0	1.0	0.0	0.0	0.0	0.0	0.0	28.0	131.0	6.0	1.5	0.0	4.0	0.4	0.4	143.3
###	###	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	18.0	3.0	0.0	0.0	0.0	0.4	0.0	21.4	116.0	7.0	1.5	0.0	6.0	0.0	0.2	130.7
###	###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	34.0	1.0	1.5	0.0	0.0	0.0	0.0	36.5	124.0	9.0	1.5	2.3	2.0	0.0	0.0	138.8
###	###	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	24.0	2.0	1.5	0.0	2.0	0.0	0.0	29.5	136.0	6.0	1.5	0.0	2.0	0.8	0.0	146.3
07:00	08:00	6.0	4.0	0.0	0.0	0.0	0.0	0.0	10.0	81.0	20.0	9.0	2.3	0.0	1.2	0.0	113.5	312.0	67.0	13.5	0.0	14.0	1.2	0.6	408.3
07:15	08:15	6.0	3.0	0.0	0.0	0.0	0.0	0.0	9.0	80.0	19.0	6.0	2.3	0.0	0.8	0.0	108.1	372.0	77.0	9.0	0.0	14.0	0.8	0.4	473.2
07:30	08:30	5.0	4.0	0.0	0.0	0.0	0.0	0.0	9.0	82.0	18.0	3.0	0.0	0.0	0.4	0.0	103.4	393.0	79.0	12.0	0.0	16.0	0.8	0.2	501.0
07:45	08:45	6.0	4.0	0.0	0.0	0.0	0.0	0.0	10.0	83.0	17.0	4.5	0.0	0.0	0.4	0.0	104.9	419.0	76.0	9.0	2.3	12.0	0.4	0.2	518.9
08:00	09:00	7.0	3.0	0.0	0.0	0.0	0.0	0.0	10.0	82.0	19.0	3.0	2.3	0.0	0.4	0.0	106.7	426.0	80.0	9.0	4.6	12.0	0.0	0.2	531.8
08:15	09:15	6.0	3.0	0.0	0.0	0.0	0.0	0.0	9.0	87.0	17.0	1.5	4.6	0.0	0.4	0.0	110.5	416.0	71.0	13.5	4.6	12.0	0.0	0.4	517.5
08:30	09:30	5.0	3.0	0.0	0.0	0.0	0.0	0.0	8.0	85.0	19.0	1.5	9.2	0.0	0.0	0.0	114.7	415.0	72.0	13.5	4.6	12.0	0.0	0.4	517.5
08:45	09:45	3.0	2.0	1.5	0.0	0.0	0.0	0.0	6.5	87.0	19.0	1.5	9.2	0.0	0.4	0.0	117.1	390.0	70.0	15.0	2.3	12.0	0.4	0.8	490.5
09:00	10:00	4.0	3.0	1.5	0.0	0.0	0.0	0.0	8.5	88.0	20.0	7.5	6.9	0.0	0.4	0.2	123.0	383.0	60.0	15.0	0.0	10.0	0.8	0.6	469.4
16:00	17:00	9.0	2.0	0.0	0.0	0.0	0.0	0.0	11.0	72.0	16.0	3.0	0.0	0.0	0.0	0.0	91.0	513.0	89.0	7.5	2.3	16.0	2.8	0.8	631.4
16:15	17:15	13.0	3.0	0.0	0.0	0.0	0.0	0.0	16.0	71.0	13.0	1.5	0.0	0.0	0.4	0.0	85.9	478.0	85.0	9.0	2.3	14.0	2.4	0.8	591.5
16:30	17:30	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	65.0	10.0	0.0	0.0	0.0	0.8	0.0	75.8	495.0	68.0	7.5	4.6	12.0	1.6	0.6	589.3
16:45	17:45	10.0	3.0	0.0	0.0	0.0	0.0	0.0	13.0	71.0	12.0	0.0	0.0	0.0	0.8	0.0	83.8	492.0	59.0	6.0	2.3	12.0	2.0	0.4	573.7
17:00	18:00	12.0	3.0	0.0	0.0	0.0	0.0	0.0	15.0	78.0	11.0	1.5	0.0	0.0	0.8	0.2	91.5	505.0	57.0	6.0	2.3	12.0	1.2	0.4	583.9
17:15	18:15	7.0	2.0	0.0	0.0	0.0	0.0	0.0	9.0	87.0	10.0	1.5	0.0	0.0	0.4	0.2	99.1	538.0	44.0	4.5	2.3	14.0	1.6	0.8	605.2
17:30	18:30	11.0	3.0	0.0	0.0	0.0	0.0	0.0	14.0	92.0	10.0	1.5	0.0	0.0	0.4	0.2	104.1	515.0	39.0	6.0	0.0	18.0	1.2	0.8	580.0
17:45	18:45	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0	104.0	6.0	3.0	0.0	0.0	0.4	0.2	113.6	504.0	36.0	6.0	2.3	16.0	0.4	0.8	565.5
18:00	19:00	13.0	2.0	0.0	0.0	0.0	0.0	0.0	15.0	103.0	7.0	3.0	0.0	2.0	0.4	0.0	115.4	507.0	28.0	6.0	2.3	14.0	1.2	0.6	559.1
AM Total		17.0	10.0	1.5	0.0	0.0	0.0	0.0	28.5	###	60.0	16.5	11.5	0.0	2.0	0.2	###	###	###	37.5	4.6	38.0	2.0	1.4	###
PM Total		34.0	7.0	0.0	0.0	0.0	0.0	0.0	41.0	###	34.0	7.5	0.0	2.0	1.2	0.2	###	###	###	19.5	6.9	42.0	5.2	1.8	###
Daily Total		51.0	17.0	1.5	0.0	0.0	0.0	0.0	69.5	###	93.0	27.0	11.5	2.0	3.2	0.4	###	###	###	57.0	11.5	79.0	7.2	3.2	###
07:45	08:45	6.0	4.0	0.0	0.0	0.0	0.0	0.0	10.0	83.0	17.0	4.5	0.0	0.0	0.4	0.0	###	###	76.0	9.0	2.3	12.0	0.4	0.2	###
16:00	17:00	9.0	2.0	0.0	0.0	0.0	0.0	0.0	11.0	72.0	16.0	3.0	0.0	0.0	0.0	0.0	91.0	###	89.0	7.5	2.3	16.0	2.8	0.8	###

Times		D to C Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	D to D Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
###	###	45.0	12.0	4.5	4.6	0.0	0.4	0.0	66.5	1.0	1.0	1.5	0.0	0.0	0.0	0.0	3.5
###	###	68.0	26.0	6.0	2.3	0.0	0.8	0.0	103.1	3.0	1.0	0.0	4.6	0.0	0.0	0.0	8.6
###	###	70.0	22.0	3.0	9.2	0.0	0.4	0.0	104.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
###	###	93.0	34.0	6.0	4.6	0.0	0.4	0.0	138.0	1.0	0.0	4.5	0.0	0.0	0.0	0.0	5.5
###	###	100.0	25.0	13.5	2.3	0.0	0.0	0.0	140.8	1.0	0.0	1.5	2.3	0.0	0.0	0.0	4.8
###	###	90.0	21.0	7.5	0.0	0.0	0.4	0.0	118.9	3.0	2.0	0.0	0.0	0.0	0.0	0.0	5.0
###	###	81.0	18.0	3.0	2.3	0.0	0.0	0.0	104.3	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4
###	###	101.0	19.0	4.5	0.0	0.0	0.0	0.0	124.5	0.0	0.0	0.0	6.9	0.0	0.0	0.0	6.9
###	###	85.0	33.0	7.5	4.6	0.0	0.0	0.0	130.1	2.0	2.0	0.0	0.0	0.0	0.0	0.0	4.0
###	###	74.0	24.0	9.0	4.6	0.0	0.4	0.0	112.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0	4.0
###	###	78.0	14.0	16.5	4.6	0.0	0.0	0.0	113.1	3.0	2.0	1.5	4.6	0.0	0.0	0.0	11.1
###	###	94.0	13.0	9.0	4.6	0.0	0.0	0.0	120.6	2.0	0.0	4.5	0.0	0.0	0.0	0.0	6.5
###	###	112.0	27.0	1.5	2.3	0.0	0.0	0.0	142.8	2.0	2.0	0.0	11.5	0.0	0.0	0.0	15.5
###	###	106.0	30.0	4.5	0.0	0.0	0.4	0.0	140.9	1.0	0.0	0.0	4.6	0.0	0.0	0.0	5.6

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 31509 Rayleigh Road, Thundersley

Site Number/Name: Site 2 - Rayleigh Road/Stadium Way

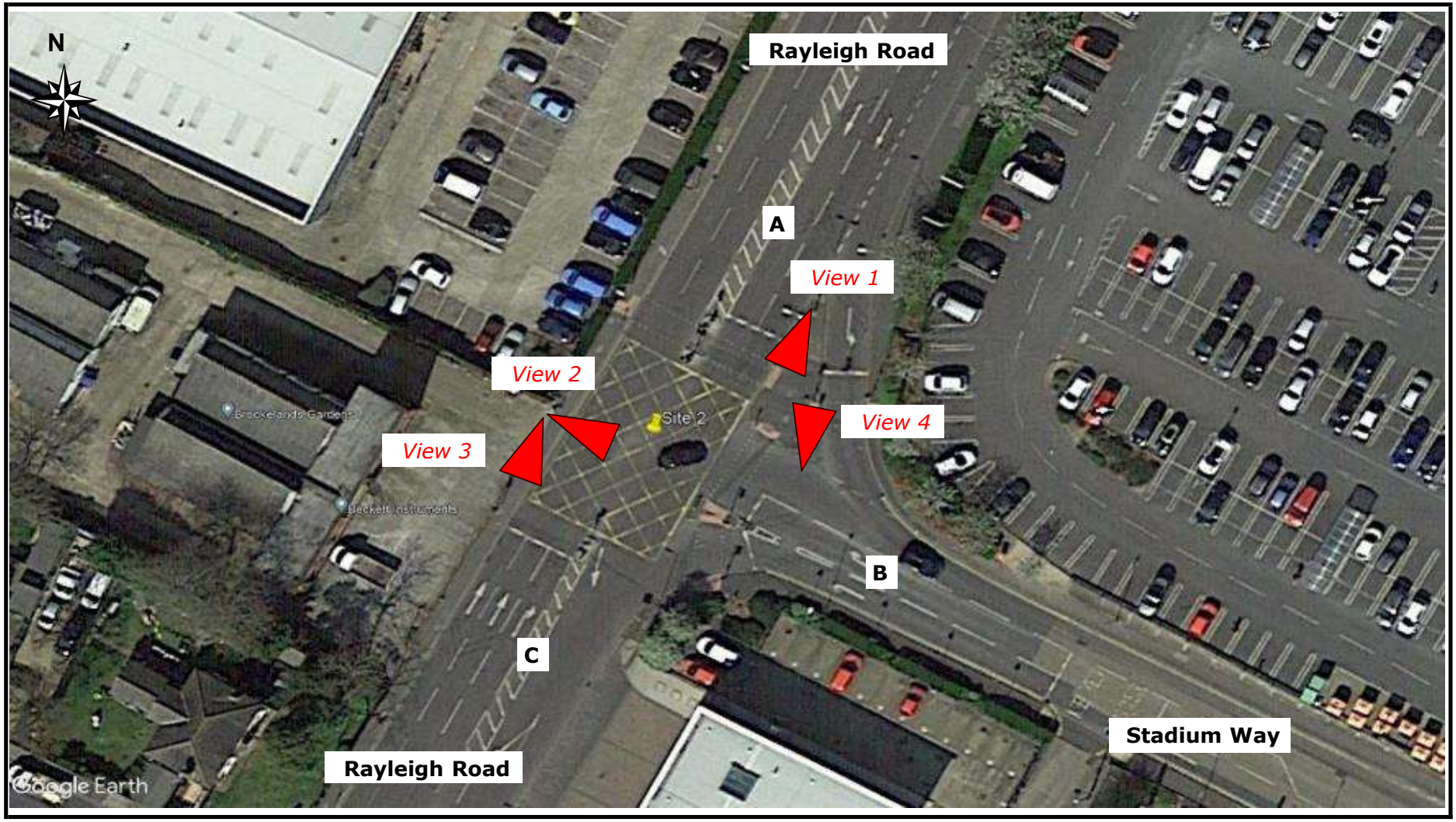
Client: Stantec

Date: 09/06/2022

Weather: Sunny, Dry

Advanced Transport Research	*Job Number & Name:*	31509 Rayleigh Road, Thundersley
Site 2 - Rayleigh Road/Stadium Way	*Date:*	Thursday 09 Jun 2022

Job Type:	Junction Count				
Co-ordinates:	51°34'31.35"N, 0°35'50.91"E	*Postcode:*	SS7 3TR	*Times:*	0700-1000 1600-1900



Advanced Transport Research

Site 2 - Rayleigh Road/Stadium Way

Classified Counts

	A to A								A to B							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	0	0	0	0	0	0	0	0	15	8	2	1	0	0	1	0
07:15 - 07:30	0	0	0	0	0	0	0	0	24	8	1	0	0	0	1	0
07:30 - 07:45	0	0	0	0	0	0	0	0	22	12	1	2	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	21	12	6	3	0	3	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	15	7	2	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	16	14	2	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	29	5	1	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	16	4	4	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	18	11	3	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	19	9	5	0	0	1	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	27	8	2	2	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	30	7	2	3	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	22	5	2	1	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	18	3	1	0	0	1	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	21	5	1	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	9	2	2	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	9	1	0	1	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0

	A to C								B to A							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	77	17	4	1	2	0	1	0	4	3	1	0	0	0	0	0
07:15 - 07:30	112	27	3	2	1	1	0	0	16	9	1	0	0	0	0	0
07:30 - 07:45	126	28	3	1	2	1	0	0	9	6	1	0	0	0	0	0
07:45 - 08:00	153	47	4	0	2	1	1	0	18	10	3	0	0	0	0	0
08:00 - 08:15	150	28	8	1	1	1	0	0	12	6	4	0	0	0	0	0
08:15 - 08:30	142	32	4	0	3	3	0	0	10	6	5	2	0	0	0	0
08:30 - 08:45	153	29	1	2	1	0	0	0	15	8	1	1	0	0	0	0
08:45 - 09:00	166	25	3	0	1	0	1	0	12	10	1	1	0	0	0	0
09:00 - 09:15	139	30	7	2	2	0	1	0	15	7	0	1	0	0	0	0
09:15 - 09:30	134	32	4	3	2	0	0	0	25	4	7	0	0	0	0	0
09:30 - 09:45	117	22	9	0	1	1	2	0	17	9	4	0	0	0	0	0
09:45 - 10:00	130	18	4	1	3	2	0	0	15	7	1	0	0	0	0	0
16:00 - 16:15	189	36	2	0	2	1	1	0	38	6	2	0	0	2	0	0
16:15 - 16:30	181	38	2	0	2	2	1	0	37	7	0	1	0	0	0	0
16:30 - 16:45	209	47	1	0	1	2	1	0	37	3	0	0	0	0	0	0
16:45 - 17:00	193	34	1	0	3	3	2	0	37	3	0	0	0	0	1	0
17:00 - 17:15	190	35	2	0	3	0	0	0	49	6	0	0	0	0	0	0
17:15 - 17:30	219	24	1	0	0	2	1	0	40	0	0	0	0	0	0	0
17:30 - 17:45	205	25	3	1	3	2	0	0	39	3	0	0	0	0	0	0
17:45 - 18:00	246	31	1	0	2	2	0	0	33	1	0	0	0	0	0	0
18:00 - 18:15	185	9	2	0	2	1	1	0	31	2	1	0	0	0	0	0
18:15 - 18:30	191	20	0	0	4	2	1	0	17	2	0	0	0	1	0	0
18:30 - 18:45	164	20	3	2	1	0	0	0	15	1	0	0	0	0	0	0
18:45 - 19:00	176	15	0	0	1	4	0	0	13	4	0	0	0	0	0	0

	B to B								B to C							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	0	0	0	0	0	0	0	0	19	2	5	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	13	2	1	0	0	1	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	25	7	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	21	13	1	0	0	1	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	22	6	2	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	35	7	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	27	7	1	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	26	5	2	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	32	10	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	43	13	1	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	46	5	1	0	0	1	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	39	14	2	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	65	4	1	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	69	12	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	55	8	1	0	0	1	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	58	10	1	0	0	1	1	0
17:00 - 17:15	0	0	0	0	0	0	0	0	71	9	0	0	0	1	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	62	6	1	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	74	11	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	66	9	0	0	0	1	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	68	7	0	0	0	1	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	54	3	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	48	4	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	50	3	0	0	0	0	0	0

	C to A									
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV
07:00 - 07:15	168	42	2	0	1	1	0	0	31	10
07:15 - 07:30	209	54	3	0	4	2	0	0	25	5
07:30 - 07:45	201	52	2	1	2	1	4	0	35	16
07:45 - 08:00	215	38	5	2	0	2	0	0	31	13
08:00 - 08:15	188	26	6	4	3	1	0	0	30	9
08:15 - 08:30	240	32	4	2	2	0	1	0	30	3
08:30 - 08:45	205	38	4	1	1	1	0	0	34	6
08:45 - 09:00	218	27	6	1	4	1	0	0	52	10
09:00 - 09:15	182	41	6	0	1	2	1	0	58	8
09:15 - 09:30	176	27	4	2	2	0	2	0	66	8
09:30 - 09:45	184	22	7	0	1	4	0	0	53	18
09:45 - 10:00	156	17	5	2	1	1	1	0	57	6
16:00 - 16:15	180	35	3	0	2	0	2	0	43	11
16:15 - 16:30	158	27	3	0	0	0	1	0	43	5
16:30 - 16:45	182	44	2	0	2	1	1	0	42	7
16:45 - 17:00	175	31	2	0	1	4	0	0	49	4
17:00 - 17:15	182	25	1	0	1	2	0	0	41	6
17:15 - 17:30	191	19	2	0	1	2	0	0	46	4
17:30 - 17:45	197	22	0	0	2	0	0	0	64	4
17:45 - 18:00	156	16	1	0	3	1	0	0	50	4
18:00 - 18:15	171	19	1	0	2	0	2	0	44	3
18:15 - 18:30	178	16	0	1	2	1	0	0	50	1
18:30 - 18:45	161	23	0	0	1	2	1	0	45	1
18:45 - 19:00	141	11	0	0	0	1	1	0	42	5

Job Number & Name:	**31509 Rayleigh Road, Thundersley**
Client:	**Stantec**
Date:	**Thursday 09 June 2022**

C to B						C to C							
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	0	0	0	0
1	0	0	0	1	0	0	0	0	0	0	0	0	0
2	0	0	1	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	0	0	0	0
0	0	0	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 2 - Rayleigh Road/Stadium Way
PCU Values

Job Number & Name: **31509 Rayleigh Road, Thundersley**
Client: **Stantec**
Date: **Thursday 09 June 2022**

Times	A to A								A to B								A to C							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	8.0	3.0	2.3	0.0	0.0	0.2	28.5	77.0	17.0	6.0	2.3	4.0	0.0	0.2	106.5
07:15 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	8.0	1.5	0.0	0.0	0.0	0.2	33.7	112.0	27.0	4.5	4.6	2.0	0.4	0.0	150.5
07:30 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	12.0	1.5	4.6	0.0	0.0	0.0	40.1	126.0	28.0	4.5	2.3	4.0	0.4	0.0	165.2
07:45 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	12.0	9.0	6.9	0.0	1.2	0.0	50.1	153.0	47.0	6.0	0.0	4.0	0.4	0.2	210.6
08:00 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	7.0	3.0	0.0	0.0	0.0	0.0	25.0	150.0	28.0	12.0	2.3	2.0	0.4	0.0	194.7
08:15 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	14.0	3.0	0.0	0.0	0.0	0.0	33.0	142.0	32.0	6.0	0.0	6.0	1.2	0.0	187.2
08:30 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	5.0	1.5	0.0	0.0	0.0	0.0	35.5	153.0	29.0	1.5	4.6	2.0	0.0	0.0	190.1
08:45 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	4.0	6.0	0.0	0.0	0.0	0.0	26.0	166.0	25.0	4.5	0.0	2.0	0.0	0.2	197.7
09:00 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	11.0	4.5	0.0	0.0	0.0	0.0	33.5	139.0	30.0	10.5	4.6	4.0	0.0	0.2	188.3
09:15 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	9.0	7.5	0.0	0.0	0.4	0.0	35.9	134.0	32.0	6.0	6.9	4.0	0.0	0.0	182.9
09:30 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	8.0	3.0	4.6	0.0	0.0	0.0	42.6	117.0	22.0	13.5	0.0	2.0	0.4	0.4	155.3
09:45 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	7.0	3.0	6.9	0.0	0.0	0.0	46.9	130.0	18.0	6.0	2.3	6.0	0.8	0.0	163.1
16:00 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	5.0	3.0	2.3	0.0	0.0	0.0	32.3	189.0	36.0	3.0	0.0	4.0	0.4	0.2	232.6
16:15 16:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	3.0	1.5	0.0	0.0	0.4	0.0	22.9	181.0	38.0	3.0	0.0	4.0	0.8	0.2	227.0
16:30 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	5.0	1.5	0.0	0.0	0.0	0.0	27.5	209.0	47.0	1.5	0.0	2.0	0.8	0.2	260.5
16:45 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	4.0	0.0	0.0	0.0	0.0	0.0	15.0	193.0	34.0	1.5	0.0	6.0	1.2	0.4	236.1
17:00 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	3.0	0.0	0.0	0.0	0.0	0.0	10.0	190.0	35.0	3.0	0.0	6.0	0.0	0.0	234.0
17:15 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	219.0	24.0	1.5	0.0	0.0	0.8	0.2	245.5
17:30 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	10.0	205.0	25.0	4.5	2.3	6.0	0.8	0.0	243.6
17:45 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	3.0	0.0	0.0	0.0	0.0	14.0	246.0	31.0	1.5	0.0	4.0	0.8	0.0	283.3
18:00 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	185.0	9.0	3.0	0.0	4.0	0.4	0.2	201.6
18:15 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	191.0	20.0	0.0	0.0	8.0	0.8	0.2	220.0
18:30 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	1.0	0.0	2.3	0.0	0.0	0.0	12.3	164.0	20.0	4.5	4.6	2.0	0.0	0.0	195.1
18:45 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	176.0	15.0	0.0	0.0	2.0	1.6	0.0	194.6
07:00 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	82.0	40.0	15.0	13.8	0.0	1.2	0.4	152.4	468.0	119.0	21.0	9.2	14.0	1.2	0.4	632.8
07:15 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	82.0	39.0	15.0	11.5	0.0	1.2	0.2	148.9	541.0	130.0	27.0	9.2	12.0	1.6	0.2	721.0
07:30 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	74.0	45.0	16.5	11.5	0.0	1.2	0.0	148.2	571.0	135.0	28.5	4.6	16.0	2.4	0.2	757.7
07:45 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.0	38.0	16.5	6.9	0.0	1.2	0.0	143.6	598.0	136.0	25.5	6.9	14.0	2.0	0.2	782.6
08:00 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.0	30.0	13.5	0.0	0.0	0.0	0.0	119.5	611.0	114.0	24.0	6.9	12.0	1.6	0.2	769.7
08:15 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	79.0	34.0	15.0	0.0	0.0	0.0	0.0	128.0	600.0	116.0	22.5	9.2	14.0	1.2	0.4	763.3
08:30 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	82.0	29.0	19.5	0.0	0.0	0.4	0.0	130.9	592.0	116.0	22.5	16.1	12.0	0.0	0.4	759.0
08:45 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	32.0	21.0	4.6	0.0	0.4	0.0	138.0	556.0	109.0	34.5	11.5	12.0	0.4	0.8	724.2
09:00 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.0	35.0	18.0	11.5	0.0	0.4	0.0	158.9	520.0	102.0	36.0	13.8	16.0	1.2	0.6	689.6
16:00 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0	17.0	6.0	2.3	0.0	0.4	0.0	97.7	772.0	155.0	9.0	0.0	16.0	3.2	1.0	956.2
16:15 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.0	15.0	3.0	0.0	0.0	0.4	0.0	75.4	773.0	154.0	9.0	0.0	18.0	2.8	0.8	957.6
16:30 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.0	12.0	1.5	0.0	0.0	0.0	0.0	64.5	811.0	140.0	7.5	0.0	14.0	2.8	0.8	976.1
16:45 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	9.0	0.0	0.0	0.0	0.0	0.0	47.0	807.0	118.0	10.5	2.3	18.0	2.8	0.6	959.2
17:00 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	7.0	3.0	0.0	0.0	0.0	0.0	46.0	860.0	115.0	10.5	2.3	16.0	2.4	0.2	1006.4
17:15 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	5.0	3.0	0.0	0.0	0.0	0.0	46.0	855.0	89.0	10.5	2.3	14.0	2.8	0.4	974.0
17:30 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0	7.0	3.0	0.0	0.0	0.0	0.0	47.0	827.0	85.0	9.0	2.3	22.0	2.8	0.4	948.5
17:45 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	6.0	3.0	2.3	0.0	0.0	0.0	49.3	786.0	80.0	9.0	4.6	18.0	2.0	0.4	900.0
18:00 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	4.0	0.0	2.3	0.0	0.0	0.0	44.3	716.0	64.0	7.5	4.6	16.0	2.8	0.4	811.3
AM Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	252.0	105.0	46.5	25.3	0.0	1.6	0.4	430.8	####	335.0	81.0	29.9	42.0	4.0	1.2	####
PM Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	146.0	28.0	9.0	4.6	0.0	0.4	0.0	188.0	####	334.0	27.0	6.9	48.0	8.4	1.6	####
Daily Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	398.0	133.0	55.5	29.9	0.0	2.0	0.4	618.8	####	669.0	108.0	36.8	90.0	12.4	2.8	####
08:15 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	79.0	34.0	15.0	0.0	0.0	0.0	0.0	128.0	600.0	116.0	22.5	9.2	14.0	1.2	0.4	763.3
16:00 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0	17.0	6.0	2.3	0.0	0.4	0.0	97.7	772.0	155.0	9.0	0.0	16.0	3.2	1.0	956.2

Times	B to A								B to B								B to C							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 07:15	4.0	3.0	1.5	0.0	0.0	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	2.0	7.5	0.0	0.0	0.0	0.0	28.5
07:15 07:30	16.0	9.0	1.5	0.0	0.0	0.0	0.0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	2.0	1.5	0.0	0.0	0.4	0.0	16.9
07:30 07:45	9.0	6.0	1.5	0.0	0.0	0.0	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	7.0	0.0	0.0	0.0	0.0	0.0	32.0
07:45 08:00	18.0	10.0	4.5	0.0	0.0	0.0	0.0	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	13.0	1.5	0.0	0.0	0.4	0.0	35.9
08:00 08:15	12.0	6.0	6.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	6.0	3.0	0.0	0.0	0.0	0.0	31.0
08:15 08:30	10.0	6.0	7.5	4.6	0.0	0.0	0.0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	7.0	0.0	0.0	0.0	0.0	0.0	42.0
08:30 08:45	15.0	8.0	1.5	2.3	0.0	0.0	0.0	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	7.0	1.5	0.0	0.0	0.0	0.0	35.5
08:45 09:00	12.0	10.0	1.5	2.3	0.0	0.0	0.0	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	5.0	3.0	0.0	0.0	0.0	0.0	34.0
09:00 09:15	15.0	7.0	0.0	2.3	0.0	0.0	0.0	24.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0	10.0	0.0	0.0	0.0	0.0	0.0	42.0
09:15 09:30	25.0	4.0	10.5	0.0	0.0	0.0	0.0	39.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.0	13.0	1.5	0.0	0.0	0.0	0.0	57.5
09:30 09:45	17.0	9.0	6.0	0.0	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.0	5.0	1.5	0.0	0.0	0.4	0.0	52.9
09:45 10:00	15.0	7.0	1.5	0.0	0.0	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.0	14.0	3.0	0.0	0.0	0.0	0.0	56.0
16:00 16:15	38.0	6.0	3.0	0.0	0.0	0.8	0.0	47.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.0	4.0	1.5	0.0	0.0	0.0	0.0	70.5
16:15 16:30	37.0	7.0	0.0	2.3	0.0	0.0	0.0	46.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	69.0	12.0	0.0	0.0	0.0	0.0	0.0	81.0
16:30 16:45	37.0	3.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0	8.0	1.5	0.0	0.0	0.4	0.0	64.9
16:45 17:00	37.0	3.0	0.0	0.0	0.0	0.0	0.2	40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	58.0	10.0	1.5	0.0	0.0	0.4	0.2	70.1
17:00 17:15	49.0	6.0	0.0	0.0	0.0	0.0	0.0	55.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.0	9.0	0.0	0.0	0.0	0.4	0.0	80.4
17:15 17:30	40.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	6.0	1.5	0.0	0.0	0.0	0.0	69.5
17:30 17:45	39.0	3.0	0.0	0.0	0.0	0.0	0.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	74.0	11.0	0.0	0.0	0.0	0.0	0.0	85.0
17:45 18:00	33.0	1.0	0.0	0.0	0.0	0.0	0.0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.0	9.0	0.0	0.0	0.0	0.4	0.0	75.4
18:00 18:15	31.0	2.0	1.5	0.0	0.0	0.0	0.0	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	68.0	7.0	0.0	0.0	0.0	0.4	0.0	75.4
18:15 18:30	17.0	2.0	0.0	0.0	0.0	0.4	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.0	3.0	0.0	0.0	0.0	0.0	0.0	57.0
18:30 18:45	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.0	4.0	0.0	0.0	0.0	0.0	0.0	52.0
18:45 19:00	13.0	4.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	3.0	0.0	0.0	0.0	0.0	0.0	53.0
07:00 08:00	47.0	28.0	9.0	0.0	0.0	0.0	0.0	84.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	78.0	24.0	10.5	0.0	0.0	0.8	0.0	113.3
07:15 08:15	55.0	31.0	13.5	0.0	0.0	0.0	0.0	99.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.0	28.0	6.0	0.0	0.0	0.8	0.0	115.8
07:30 08:30	49.0	28.0	19.5	4.6	0.0	0.0	0.0	101.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	103.0	33.0	4.5	0.0	0.0	0.4	0.0	140.9
07:45 08:45	55.0	30.0	19.5	6.9	0.0	0.0	0.0	111.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	105.0	33.0	6.0	0.0	0.0	0.4	0.0	144.4
08:00 09:00	49.0	30.0	16.5	9.2	0.0	0.0	0.0	104.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	110.0	25.0	7.5	0.0	0.0	0.0	0.0	142.5
08:15 09:15	52.0	31.0	10.5	11.5	0.0	0.0	0.0	105.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	120.0	29.0	4.5	0.0	0.0	0.0	0.0	153.5
08:30 09:30	67.0	29.0	13.5	6.9	0.0	0.0	0.0	116.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	128.0	35.0	6.0	0.0	0.0	0.0	0.0	169.0
08:45 09:45	69.0	30.0	18.0	4.6	0.0	0.0	0.0	121.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	147.0	33.0	6.0	0.0	0.0	0.4	0.0	186.4
09:00 10:00	72.0	27.0	18.0	2.3	0.0	0.0	0.0	119.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	160.0	42.0	6.0	0.0	0.0	0.4	0.0	208.4
16:00 17:00	149.0	19.0	3.0	2.3	0.0	0.8	0.2	174.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	247.0	34.0	4.5	0.0	0.0	0.8	0.2	286.5
16:15 17:15	160.0	19.0	0.0	2.3	0.0	0.0	0.2	181.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	253.0	39.0	3.0	0.0	0.0	1.2	0.2	296.4
16:30 17:30	163.0	12.0	0.0	0.0	0.0	0.0	0.2	175.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	246.0	33.0	4.5	0.0	0.0	1.2	0.2	284.9
16:45 17:45	165.0	12.0	0.0	0.0	0.0	0.0	0.2	177.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	265.0	36.0	3.0	0.0	0.0	0.8	0.2	305.0
17:00 18:00	161.0	10.0	0.0	0.0	0.0	0.0	0.0	171.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	273.0	35.0	1.5	0.0	0.0	0.8	0.0	310.3
17:15 18:15	143.0	6.0	1.5	0.0	0.0	0.0	0.0	150.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	270.0	33.0	1.5	0.0	0.0	0.8	0.0	305.3
17:30 18:30	120.0	8.0	1.5	0.0	0.0	0.4	0.0	129.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	262.0	30.0	0.0	0.0	0.0	0.8	0.0	292.8
17:45 18:45	96.0	6.0	1.5	0.0	0.0	0.4	0.0	103.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	236.0	23.0	0.0	0.0	0.0	0.8	0.0	259.8
18:00 19:00	76.0	9.0	1.5	0.0	0.0	0.4	0.0	86.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	220.0	17.0	0.0	0.0	0.0	0.4	0.0	237.4
AM Total	168.0	85.0	43.5	11.5	0.0	0.0	0.0	308.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	348.0	81.0	24.0	0.0	0.0	1.2	0.0	464.2
PM Total	386.0	38.0	4.5	2.3	0.0	1.2	0.2	432.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	740.0	86.0	6.0	0.0	0.0	2.0	0.2	834.2
Daily Total	554.0	123.0	48.0	13.8	0.0	1.2	0.2	740.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	####	177.0	30.0	0.0	0.0	3.2	0.2	####
08:15 09:15	52.0	31.0	10.5	11.5	0.0	0.0	0.0	105.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	120.0	29.0	4.5	0.0	0.0	0.0	0.0	153.5
16:00 17:00	149.0	19.0	3.0	2.3	0.0	0.8	0.2	174.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	247.0	34.0	4.5	0.0	0.0	0.8	0.2	286.5

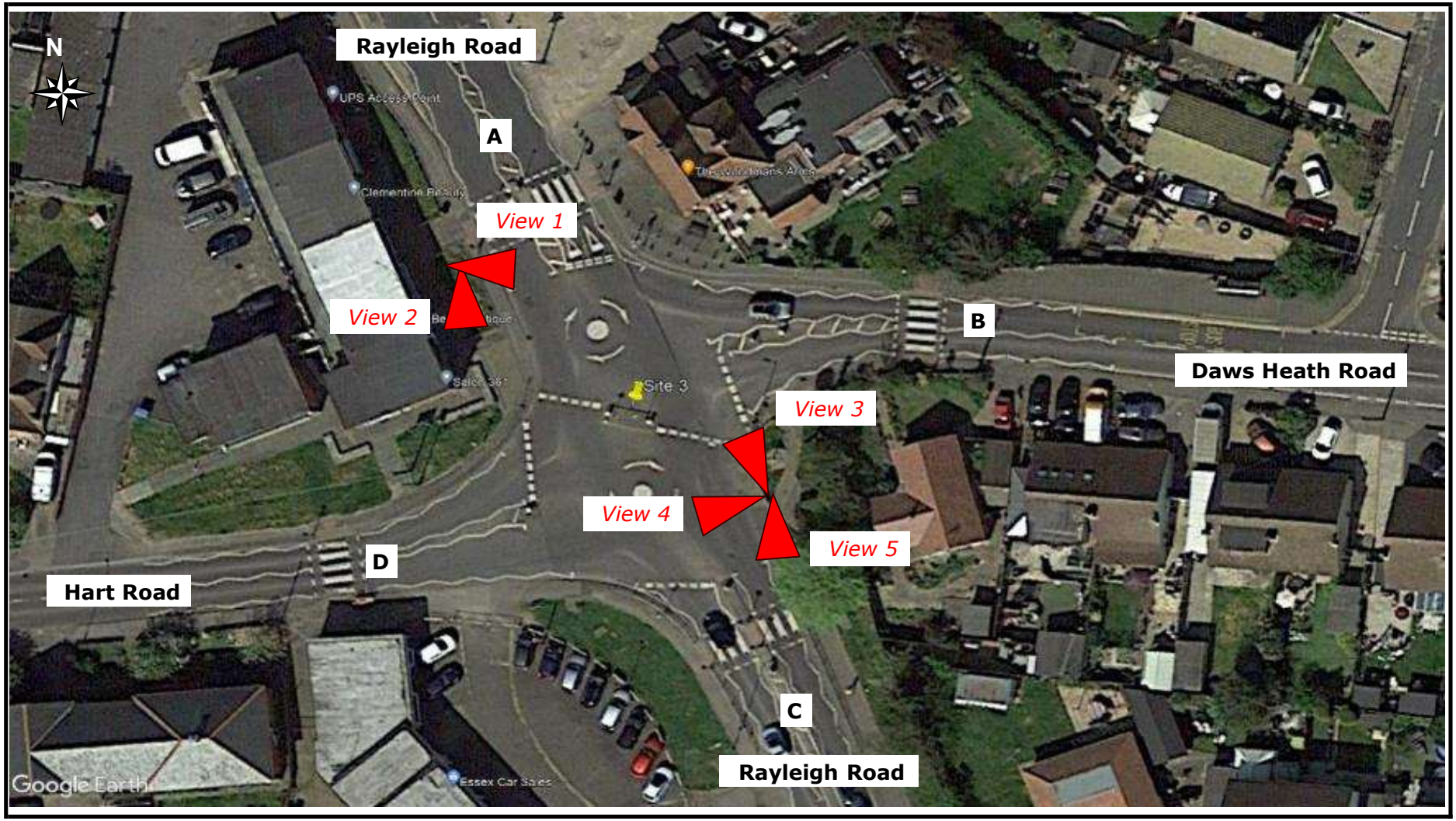
Times	C to A								C to B								C to C							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 07:15	168.0	42.0	3.0	0.0	2.0	0.4	0.0	215.4	31.0	10.0	0.0	0.0	0.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 07:30	209.0	54.0	4.5	0.0	8.0	0.8	0.0	276.3	25.0	5.0	0.0	0.0	0.0	0.4	0.0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 07:45	201.0	52.0	3.0	2.3	4.0	0.4	0.8	263.5	35.0	16.0	1.5	0.0	0.0	0.0	0.2	52.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 08:00	215.0	38.0	7.5	4.6	0.0	0.8	0.0	265.9	31.0	13.0	3.0	0.0	0.0	0.4	0.0	47.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 08:15	188.0	26.0	9.0	9.2	6.0	0.4	0.0	238.6	30.0	9.0	1.5	0.0	0.0	0.0	0.0	40.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 08:30	240.0	32.0	6.0	4.6	4.0	0.0	0.2	286.8	30.0	3.0	0.0	0.0	0.0	0.4	0.0	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 08:45	205.0	38.0	6.0	2.3	2.0	0.4	0.0	253.7	34.0	6.0	1.5	2.3	0.0	0.0	0.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 09:00	218.0	27.0	9.0	2.3	8.0	0.4	0.0	264.7	52.0	10.0	3.0	0.0	0.0	0.0	0.0	65.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 09:15	182.0	41.0	9.0	0.0	2.0	0.8	0.2	235.0	58.0	8.0	4.5	0.0	0.0	0.0	0.0	70.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 09:30	176.0	27.0	6.0	4.6	4.0	0.0	0.4	218.0	66.0	8.0	1.5	0.0	0.0	0.0	0.0	75.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 09:45	184.0	22.0	10.5	0.0	2.0	1.6	0.0	220.1	53.0	18.0	1.5	0.0	0.0	0.0	0.0	72.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 10:00	156.0	17.0	7.5	4.6	2.0	0.4	0.2	187.7	57.0	6.0	0.0	0.0	0.0	0.4	0.0	63.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 16:15	180.0	35.0	4.5	0.0	4.0	0.0	0.4	223.9	43.0	11.0	1.5	0.0	0.0	0.0	0.0	55.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 16:30	158.0	27.0	4.5	0.0	0.0	0.0	0.2	189.7	43.0	5.0	0.0	0.0	0.0	0.0	0.0	48.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 16:45	182.0	44.0	3.0	0.0	4.0	0.4	0.2	233.6	42.0	7.0	0.0	0.0	0.0	0.4	0.0	49.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 17:00	175.0	31.0	3.0	0.0	2.0	1.6	0.0	212.6	49.0	4.0	0.0	0.0	0.0	0.4	0.2	53.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 17:15	182.0	25.0	1.5	0.0	2.0	0.8	0.0	211.3	41.0	6.0	0.0	0.0	0.0	0.0	0.0	47.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 17:30	191.0	19.0	3.0	0.0	2.0	0.8	0.0	215.8	46.0	4.0	1.5	0.0	0.0	0.0	0.0	51.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 17:45	197.0	22.0	0.0	0.0	4.0	0.0	0.0	223.0	64.0	4.0	0.0	0.0	0.0	0.0	0.0	68.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 18:00	156.0	16.0	1.5	0.0	6.0	0.4	0.0	179.9	50.0	4.0	0.0	0.0	0.0	0.4	0.0	54.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 18:15	171.0	19.0	1.5	0.0	4.0	0.0	0.4	195.9	44.0	3.0	0.0	0.0	0.0	0.4	0.0	47.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 18:30	178.0	16.0	0.0	2.3	4.0	0.4	0.0	200.7	50.0	1.0	0.0	0.0	0.0	0.8	0.0	51.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 18:45	161.0	23.0	0.0	0.0	2.0	0.8	0.2	187.0	45.0	1.0	0.0	0.0	0.0	0.0	0.0	46.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 19:00	141.0	11.0	0.0	0.0	0.0	0.4	0.2	152.6	42.0	5.0	0.0	0.0	0.0	0.0	0.0	47.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 08:00	793.0	186.0	18.0	6.9	14.0	2.4	0.8	1021.1	122.0	44.0	4.5	0.0	0.0	0.8	0.2	171.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 08:15	813.0	170.0	24.0	16.1	18.0	2.4	0.8	1044.3	121.0	43.0	6.0	0.0	0.0	0.8	0.2	171.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 08:30	844.0	148.0	25.5	20.7	14.0	1.6	1.0	1054.8	126.0	41.0	6.0	0.0	0.0	0.8	0.2	174.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 08:45	848.0	134.0	28.5	20.7	12.0	1.6	0.2	1045.0	125.0	31.0	6.0	2.3	0.0	0.8	0.0	165.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 09:00	851.0	123.0	30.0	18.4	20.0	1.2	0.2	1043.8	146.0	28.0	6.0	2.3	0.0	0.4	0.0	182.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 09:15	845.0	138.0	30.0	9.2	16.0	1.6	0.4	1040.2	174.0	27.0	9.0	2.3	0.0	0.4	0.0	212.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 09:30	781.0	133.0	30.0	9.2	16.0	1.6	0.6	971.4	210.0	32.0	10.5	2.3	0.0	0.0	0.0	254.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 09:45	760.0	117.0	34.5	6.9	16.0	2.8	0.6	937.8	229.0	44.0	10.5	0.0	0.0	0.0	0.0	283.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 10:00	698.0	107.0	33.0	9.2	10.0	2.8	0.8	860.8	234.0	40.0	7.5	0.0	0.0	0.4	0.0	281.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 17:00	695.0	137.0	15.0	0.0	10.0	2.0	0.8	859.8	177.0	27.0	1.5	0.0	0.0	0.8	0.2	206.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 17:15	697.0	127.0	12.0	0.0	8.0	2.8	0.4	847.2	175.0	22.0	0.0	0.0	0.0	0.8	0.2	198.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 17:30	730.0	119.0	10.5	0.0	10.0	3.6	0.2	873.3	178.0	21.0	1.5	0.0	0.0	0.8	0.2	201.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 17:45	745.0	97.0	7.5	0.0	10.0	3.2	0.0	862.7	200.0	18.0	1.5	0.0	0.0	0.4	0.2	220.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 18:00	726.0	82.0	6.0	0.0	14.0	2.0	0.0	830.0	201.0	18.0	1.5	0.0	0.0	0.4	0.0	220.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 18:15	715.0	76.0	6.0	0.0	16.0	1.2	0.4	814.6	204.0	15.0	1.5	0.0	0.0	0.8	0.0	221.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 18:30	702.0	73.0	3.0	2.3	18.0	0.8	0.4	799.5	208.0	12.0	0.0	0.0	0.0	1.6	0.0	221.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 18:45	666.0	74.0	3.0	2.3	16.0	1.6	0.6	763.5	189.0	9.0	0.0	0.0	0.0	1.6	0.0	199.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 19:00	651.0	69.0	1.5	2.3	10.0	1.6	0.8	736.2	181.0	10.0	0.0	0.0	0.0	1.2	0.0	192.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AM Total	####	416.0	81.0	34.5	44.0	6.4	1.8	####	502.0	112.0	18.0	2.3	0.0	1.6	0.2	636.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM Total	####	288.0	22.5	2.3	34.0	5.6	1.6	####	559.0	55.0	3.0	0.0	0.0	2.4	0.2	619.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Total	####	704.0	103.5	36.8	78.0	12.0	3.4	####	####	167.0	21.0	2.3	0.0	4.0	0.4	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 09:15	845.0	138.0	30.0	9.2	16.0	1.6	0.4	####	174.0	27.0	9.0	2.3	0.0	0.4	0.0	212.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 17:00	695.0	137.0	15.0	0.0	10.0	2.0	0.8	859.8	177.0	27.0	1.5	0.0	0.0	0.8	0.2	206.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	31509 Rayleigh Road, Thundersley
Site Number/Name:	Site 3 - Rayleigh Road/Daws Heath Road
Client:	Stantec
Date:	09/06/2022
Weather:	Sunny, Dry

Advanced Transport Research	*Job Number & Name:*	31509 Rayleigh Road, Thundersley
Site 3 - Rayleigh Road/Daws Heath Road	*Date:*	Thursday 09 Jun 2022

Job Type:	Junction Count				
Co-ordinates:	51°34'10.25"N, 0°35'42.68"E	*Postcode:*	SS7 3TA	*Times:*	0700-1000 1600-1900



Advanced Transport Research

Site 3 - Rayleigh Road/Daws Heath Road

Classified Counts

	A to A								A to B							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	0	0	0	0	0	0	0	0	11	1	2	1	0	0	0	0
07:15 - 07:30	1	0	0	0	0	0	0	0	19	4	0	1	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	35	9	1	0	0	0	1	0
07:45 - 08:00	1	0	0	0	0	0	0	0	38	17	2	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	35	5	3	1	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	49	8	3	0	1	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	43	8	0	1	0	0	2	0
08:45 - 09:00	0	0	0	0	0	0	0	0	43	6	1	0	0	0	1	0
09:00 - 09:15	0	0	0	0	0	0	0	0	32	8	1	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	35	10	0	1	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	37	2	3	0	0	0	2	0
09:45 - 10:00	0	0	0	0	0	0	0	0	33	3	3	0	1	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	54	10	1	1	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	49	9	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	69	14	1	0	0	0	1	0
16:45 - 17:00	1	0	0	0	0	0	0	0	71	7	1	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	58	10	0	0	1	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	54	8	0	0	0	0	2	0
17:30 - 17:45	0	0	0	0	0	0	0	0	61	10	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	55	14	0	0	0	1	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	44	3	1	0	0	1	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	55	5	0	0	1	1	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	42	7	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	42	4	0	0	0	4	1	0

	A to C								A to D							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	53	12	3	0	0	0	0	0	30	7	3	0	2	0	0	0
07:15 - 07:30	69	19	2	1	0	2	0	0	26	6	1	0	1	1	0	0
07:30 - 07:45	82	23	2	1	0	1	0	0	35	7	0	0	2	1	0	0
07:45 - 08:00	81	32	2	0	0	1	0	0	41	7	0	0	1	1	0	0
08:00 - 08:15	89	24	5	0	1	0	1	0	31	5	3	0	1	1	0	0
08:15 - 08:30	72	22	2	0	0	1	0	0	43	9	0	0	1	0	0	0
08:30 - 08:45	62	17	0	1	0	0	0	0	51	5	1	0	2	0	0	0
08:45 - 09:00	117	22	4	0	0	0	0	0	35	9	1	0	1	0	0	0
09:00 - 09:15	85	20	5	2	0	0	0	0	41	14	0	0	2	0	0	0
09:15 - 09:30	99	23	5	1	1	0	1	0	42	6	1	0	1	0	0	0
09:30 - 09:45	77	18	4	1	0	2	1	0	47	8	3	0	1	0	0	0
09:45 - 10:00	82	17	1	0	0	0	0	0	48	12	2	0	2	1	0	0
16:00 - 16:15	126	25	0	0	0	1	0	0	38	10	1	0	2	0	0	0
16:15 - 16:30	121	30	2	0	1	1	1	0	42	7	0	0	1	0	0	0
16:30 - 16:45	112	21	0	0	0	3	1	0	33	7	0	0	1	0	0	0
16:45 - 17:00	101	22	1	0	1	2	0	0	37	5	0	0	1	0	0	0
17:00 - 17:15	106	20	0	0	1	1	0	0	38	12	1	0	2	0	0	0
17:15 - 17:30	123	17	2	0	0	0	1	0	36	5	1	0	0	0	0	0
17:30 - 17:45	125	10	1	1	1	3	0	0	37	4	2	0	2	0	0	0
17:45 - 18:00	135	15	0	0	1	1	1	0	46	4	0	0	1	0	0	0
18:00 - 18:15	129	15	1	0	0	1	1	0	52	4	1	0	2	0	0	0
18:15 - 18:30	124	12	0	0	0	1	1	0	51	6	0	0	2	0	0	0
18:30 - 18:45	106	10	2	2	1	0	0	0	41	9	1	0	1	0	0	0
18:45 - 19:00	117	7	0	0	0	0	0	0	54	7	0	0	1	0	0	0

	B to A								B to B							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	29	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	31	7	1	1	0	0	2	0	0	0	0	0	0	0	0	0
07:45 - 08:00	39	12	0	2	0	1	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	58	2	0	3	1	0	1	0	0	0	0	0	0	0	0	0
08:15 - 08:30	65	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	37	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	43	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	32	8	2	0	0	0	1	0	0	0	0	0	0	0	0	0
09:15 - 09:30	47	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	34	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	31	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	45	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	40	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	35	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	44	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:15 - 17:30	42	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	42	6	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:45 - 18:00	29	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:00 - 18:15	51	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0
18:15 - 18:30	41	5	0	0	1	2	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	37	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	33	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0

	B to C									
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV
07:00 - 07:15	5	1	0	0	0	0	0	0	8	1
07:15 - 07:30	7	0	0	0	0	0	0	0	16	0
07:30 - 07:45	13	0	2	0	0	0	0	0	17	0
07:45 - 08:00	14	3	0	0	0	0	0	0	28	2
08:00 - 08:15	16	3	0	0	0	0	0	0	27	3
08:15 - 08:30	22	0	1	0	0	0	0	0	38	6
08:30 - 08:45	18	1	1	0	0	0	0	0	62	4
08:45 - 09:00	12	1	0	0	0	0	0	0	26	2
09:00 - 09:15	8	1	0	0	0	0	0	0	18	2
09:15 - 09:30	5	1	0	0	0	0	0	0	22	1
09:30 - 09:45	8	0	0	0	0	0	0	0	14	1
09:45 - 10:00	4	1	0	0	0	0	0	0	6	0
16:00 - 16:15	9	1	0	0	0	0	1	0	20	1
16:15 - 16:30	25	0	0	0	0	0	0	0	31	6
16:30 - 16:45	18	1	0	0	0	0	0	0	33	2
16:45 - 17:00	11	3	0	0	0	0	0	0	41	7
17:00 - 17:15	18	0	0	0	0	0	0	0	27	7
17:15 - 17:30	18	1	0	0	0	0	0	0	31	2
17:30 - 17:45	30	2	0	0	0	0	0	0	31	2
17:45 - 18:00	16	1	0	0	0	0	0	0	32	1
18:00 - 18:15	8	0	0	0	0	0	0	0	24	3
18:15 - 18:30	17	1	0	0	0	0	0	0	32	4
18:30 - 18:45	13	0	0	0	0	0	0	0	18	3
18:45 - 19:00	10	2	0	0	0	0	0	0	18	0

B to D						C to A								C to B								C to C								C to D							
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	0	0	0	0	0	114	35	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0
0	0	0	0	1	0	101	27	1	0	1	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	0	0	0
0	0	0	0	1	0	120	35	2	0	0	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	0
0	0	0	0	0	0	123	21	1	0	0	1	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0
0	0	0	0	2	0	81	22	3	1	0	2	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	22	3	0	0	0	0	0	0
0	0	0	0	0	0	105	15	2	2	0	1	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	5	0	0	0	0	0	0
0	0	0	0	0	0	102	18	3	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	1	1	0	0	0	0	0
0	0	0	0	0	0	103	20	6	0	2	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0
1	0	0	0	1	0	108	26	3	1	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	5	1	0	0	0	0	0
0	0	0	0	0	0	120	12	3	1	0	0	1	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0
0	0	0	0	0	0	115	16	4	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0
0	0	0	0	0	0	96	12	2	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	1	0	0	0	0	0
0	0	0	0	0	0	124	17	2	0	0	0	3	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	23	3	0	0	0	0	0	0
0	0	0	0	0	0	93	19	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	3	1	0	0	1	0	0
0	0	0	0	0	0	112	23	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	3	0	0	0	1	0	0
0	0	0	0	0	0	104	18	2	0	0	3	0	0	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	0
1	0	0	0	0	0	120	16	1	0	0	1	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	19	2	0	1	0	1	0	0
0	0	0	1	0	0	122	8	0	0	0	1	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	0
0	0	0	0	0	0	128	8	0	0	0	0	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	22	4	0	0	1	0	1	0
0	0	0	0	1	0	96	12	1	0	0	2	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	3	1	0	0	0	0	0
0	0	0	0	0	0	95	20	0	0	0	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	3	0	0	0	0	1	0
0	0	0	0	0	0	102	7	0	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	1	0	0	0	0	0
0	0	0	0	0	0	102	14	1	0	0	0	1	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	0
0	0	0	0	0	0	84	8	0	0	0	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	2	0	0

D to A								D to B								D to C					
Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B
48	7	1	0	2	1	0	0	4	0	0	0	0	0	1	0	11	4	1	0	0	0
57	15	1	0	1	0	0	0	12	2	0	0	0	0	0	0	14	2	3	0	0	0
55	19	2	0	2	1	0	0	12	1	0	0	0	0	0	0	17	3	1	0	0	0
38	16	3	0	1	1	0	0	32	2	0	0	1	0	0	0	19	2	0	0	0	0
47	13	1	0	2	0	0	0	27	1	0	0	0	0	0	0	11	2	1	0	0	0
38	10	0	0	1	0	0	0	29	3	0	0	0	1	0	0	18	1	0	0	0	0
50	10	2	1	1	0	0	0	27	3	0	0	0	0	0	0	10	1	0	0	0	0
69	9	1	0	1	1	0	0	32	2	0	0	0	0	1	0	25	3	1	0	0	0
60	11	5	0	1	0	0	0	23	4	0	0	0	0	0	0	37	6	1	0	0	0
68	9	2	0	2	0	1	0	13	4	0	0	0	0	0	0	24	2	1	0	0	0
53	11	2	0	1	1	0	0	10	0	1	0	0	0	1	0	26	2	0	0	0	0
76	9	1	0	2	0	0	0	14	1	0	0	0	0	0	0	14	1	1	0	0	0
56	10	2	0	0	0	0	0	19	0	0	0	0	0	0	0	17	1	1	0	0	0
51	11	2	0	1	0	0	0	18	2	0	0	0	0	1	0	17	2	0	0	0	0
51	14	2	0	1	1	0	0	20	3	1	0	0	0	0	0	17	3	0	0	0	0
51	7	0	0	2	1	1	0	21	5	0	0	0	0	0	0	24	0	0	0	0	0
57	6	1	0	0	0	0	0	30	2	0	0	0	1	0	0	16	3	0	0	0	1
54	9	2	0	1	0	0	0	22	2	0	0	0	0	1	0	21	2	0	0	0	0
77	8	0	0	2	0	0	0	19	0	0	0	0	0	0	0	32	1	0	0	0	0
44	5	0	0	3	0	0	0	14	5	0	0	0	0	0	0	26	0	0	0	0	0
66	3	1	0	2	0	0	0	16	0	0	0	0	0	0	0	23	0	0	0	0	0
59	3	0	0	1	1	0	0	18	2	0	0	0	0	0	0	21	0	1	0	0	0
48	6	0	0	0	1	0	0	11	1	0	0	1	0	0	0	16	3	0	0	0	1
41	3	0	0	0	0	0	0	22	0	0	0	0	1	0	0	21	2	0	0	0	0

b Number & Name:	31509 Rayleigh Road, Thundersley
Client:	Stantec
Date:	Thursday 09 June 2022

		D to D							
Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0

0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 3 - Rayleigh Road/Dawe Heath Road
PCU Values

Job Number & Name: 31008 Rayleigh Road, Thundersley
Client: Stentec
Date: Thursday 09 June 2022

Times	A to A Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	A to B Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	A to C Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	11.0	1.0	3.0	2.3	0.0	0.0	0.0	17.3	53.0	12.0	4.5	0.0	0.0	0.0	0.0	[illegible]
[illegible]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	19.0	4.0	0.0	2.3	0.0	0.0	0.0	[illegible]	69.0	19.0	3.0	2.3	0.0	0.8	0.0	94.1
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	35.0	9.0	1.5	0.0	0.0	0.0	0.2	46.7	82.0	23.0	3.0	2.3	0.0	0.4	0.0	110.7
[illegible]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	38.0	17.0	3.0	0.0	0.0	0.0	0.0	[illegible]	81.0	32.0	3.0	0.0	0.0	0.4	0.0	116.4
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	35.0	5.0	4.5	2.3	0.0	0.0	0.0	[illegible]	89.0	24.0	7.5	0.0	2.0	0.0	0.2	122.7
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	49.0	8.0	4.5	0.0	2.0	0.0	0.0	[illegible]	72.0	22.0	3.0	0.0	0.0	0.4	0.0	97.4
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	43.0	8.0	0.0	2.3	0.0	0.0	0.4	53.7	62.0	17.0	0.0	2.3	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	43.0	6.0	1.5	0.0	0.0	0.0	0.2	50.7	117.0	22.0	6.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	32.0	8.0	1.5	0.0	0.0	0.0	0.0	41.5	85.0	20.0	7.5	4.6	0.0	0.0	0.0	117.1
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	35.0	10.0	0.0	2.3	0.0	0.0	0.0	47.3	99.0	23.0	7.5	2.3	2.0	0.0	0.2	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	37.0	2.0	4.5	0.0	0.0	0.0	0.4	[illegible]	77.0	18.0	6.0	2.3	0.0	0.8	0.2	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	33.0	3.0	4.5	0.0	2.0	0.0	0.0	[illegible]	82.0	17.0	1.5	0.0	0.0	0.0	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	54.0	10.0	1.5	2.3	0.0	0.0	0.0	[illegible]	126.0	25.0	0.0	0.0	0.0	0.4	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	49.0	9.0	0.0	0.0	0.0	0.0	0.0	[illegible]	121.0	30.0	3.0	0.0	2.0	0.4	0.2	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	69.0	14.0	1.5	0.0	0.0	0.0	0.2	84.7	112.0	21.0	0.0	0.0	0.0	1.2	0.2	134.4
[illegible]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	71.0	7.0	1.5	0.0	0.0	0.0	0.0	[illegible]	101.0	22.0	1.5	0.0	2.0	0.8	0.0	127.3
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	58.0	10.0	0.0	0.0	2.0	0.0	0.0	[illegible]	106.0	20.0	0.0	0.0	2.0	0.4	0.0	[illegible]
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	54.0	8.0	0.0	0.0	0.0	0.0	0.4	[illegible]	123.0	17.0	3.0	0.0	0.0	0.0	0.2	143.2
[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]	61.0	10.0	0.0	0.0	0.0	0.0	0.0	[illegible]	125.0	10.0	1.5	2.3	2.0	1.2	0.0	[illegible]

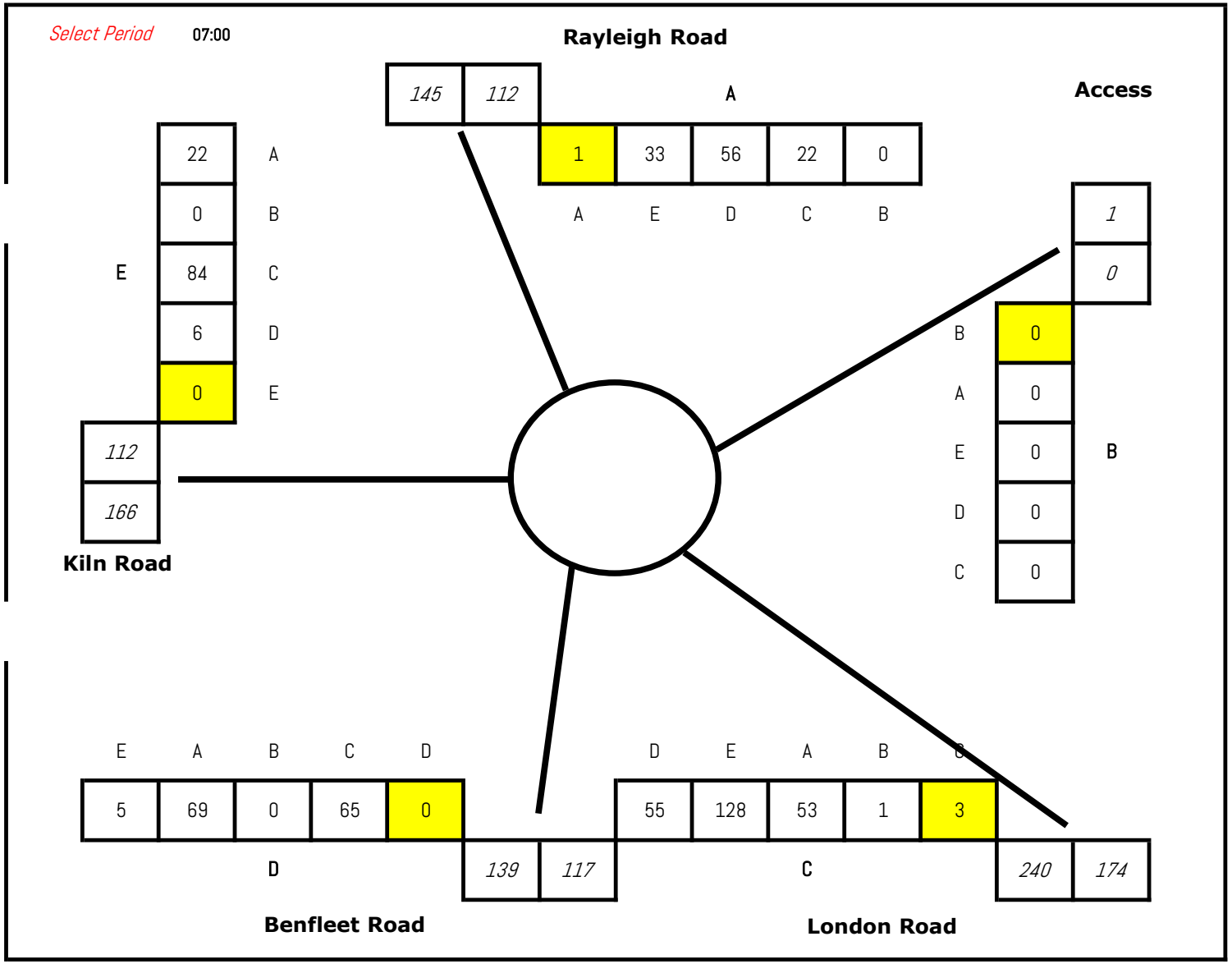
Times	D to C Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	D to D Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
[illegible]	11.0	4.0	1.5	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	14.0	2.0	4.5	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	17.0	3.0	1.5	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	19.0	2.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	11.0	2.0	1.5	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	18.0	1.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	25.0	3.0	1.5	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	37.0	6.0	1.5	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	24.0	2.0	1.5	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	26.0	2.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	14.0	1.0	1.5	0.0	0.0	0.0	0.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	17.0	1.0	1.5	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]
[illegible]	17.0	2.0	0.0	0.0	0.0	0.0	0.0	[illegible]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	[illegible]

[illegible]

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	31509 Rayleigh Road, Thundersley
Site Number/Name:	Site 4 - Rayleigh Road/London Road
Client:	Stantec
Date:	09/06/2022
Weather:	Sunny, Dry

Advanced Transport Research	*Job Number & Name:*	31509 Rayleigh Road, Thunders
Site 4 - Rayleigh Road/London Road	*Client:*	Stantec
Flow Diagram	*Date:*	Thursday 09 Jun 2022



Advanced Transport Research

Site 4 - Rayleigh Road/London Road

Classified Counts

	A to A								A to B								A to C								A to D								A to E								B to A								B to B								
Times	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**		
07:00 - 07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	4	1	0	0	0	0	0	51	4	1	0	0	0	0	0	27	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	24	10	0	1	0	1	0	0	65	13	0	0	0	1	1	0	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	8	1	0	0	1	0	0	75	16	0	1	0	0	0	0	24	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	25	13	1	0	0	1	0	0	64	16	0	0	0	0	0	0	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	19	4	0	0	0	0	0	65	9	1	0	0	0	0	0	40	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	7	0	0	0	0	0	0	77	15	1	0	0	0	0	0	41	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	8	0	0	0	0	0	0	57	9	0	1	0	0	0	0	22	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	5	1	0	0	0	0	0	83	13	1	0	0	0	0	0	42	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	6	2	0	0	1	0	0	52	15	2	1	0	0	0	0	26	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	50	8	0	0	1	0	0	0	55	10	2	0	0	0	0	0	30	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	4	2	1	0	1	0	0	49	10	0	0	0	1	1	0	22	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	8	2	0	0	0	1	0	59	8	1	0	0	0	0	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	11	0	0	0	1	0	0	82	5	1	0	0	1	0	0	33	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	8	0	0	0	0	0	0	76	15	1	0	0	0	0	0	34	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	13	0	0	0	4	1	0	93	10	0	0	0	1	0	0	39	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	7	0	0	1	0	0	0	65	3	0	0	0	1	0	0	31	9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	5	0	0	0	0	0	0	84	7	1	0	0	0	0	0	28	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15 - 19:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	8	2	0	0	0	0	0	72	8	1	0	1	0	0	0	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30 - 19:45	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	55	2	0	0	0	1	0	0	78	12	0	1	0	1	0	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45 - 20:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	50	1	0	0	0	0	2	0	67	11	0	0	0	1	0	0	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	3	0	0	0	0	0	0	83	13	1	0	0	1	0	0	37	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	4	0	0	0	0	0	0	71	7	1	0	0	0	0	0	39	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	42	5	0	1	1	0	0	0	57	5	2	0	0	1	0	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	4	0	0	0	0	0	0	60	10	0	0	0	0	0	0	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

B to C						B to D								B to E								C to A								C to B								C to C								C to D								C to E					
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	13	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	36	13	2	0	2	2	0	0	99	19	1	0	5	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	77	8	1	0	0	0	1	0	176	21	2	1	2	2
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		D to A								D to B								D to C								D to D								D to E								E to A								E to B									
Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV
4	0	57	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	55	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	14
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0	0	57	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0	67	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	1	0	32	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	159	11
0	0	46	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	70	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	140	23
1	0	65	9	1	0	0	0	0	0	0	0	0	0	1	0	0	0	50	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	33	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	9
0	0	37	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	22	2	0	0	0	0	1	0	0	0	0	0	1	0	0	0	144	12

Job Number & Name:	**31509 Rayleigh Road, Thundersley**
Client:	**Stantec**
Date:	**Thursday 09 June 2022**

E to C						E to D								E to E							
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	0	4	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	4	0	1	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	3	0	0	0	3	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1	0	6	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	3	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	6	1	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	4	0	0	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	5	1	0	0	5	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4	1	4	2	0	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	2	0	0	0	7	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5	0	6	0	1	0	12	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
1	0	2	3	0	0	11	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0
0	1	5	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	4	4	2	0	7	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1	0	3	5	0	0	7	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4	1	5	2	1	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0	0	1	1	0	0	4	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0	1	5	1	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	3	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0	0	4	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	3	5	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	3	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

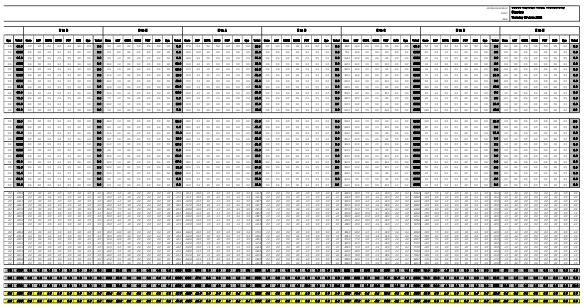
Advanced Transport Research

Site 4 - Rayleigh Road/London Road

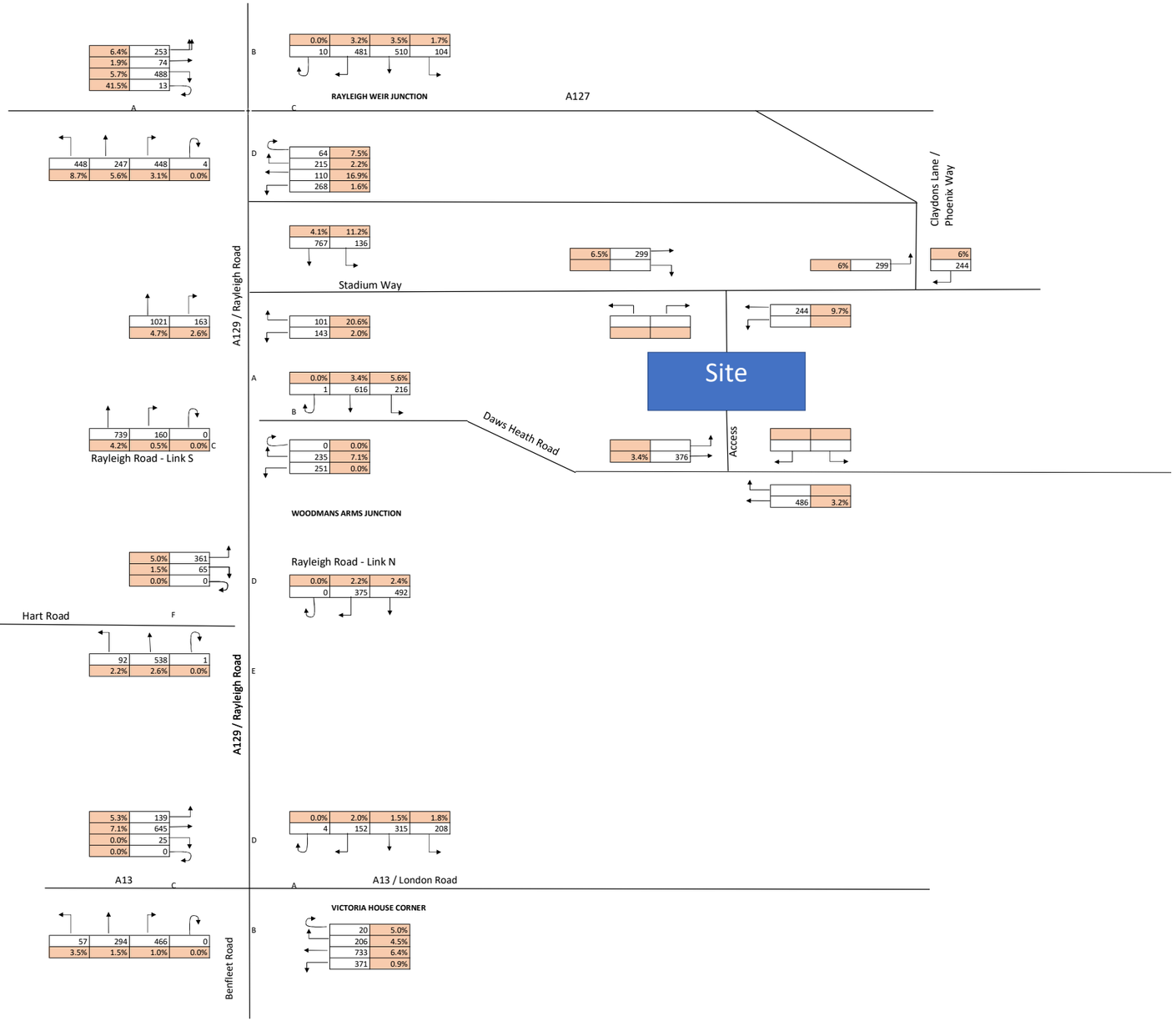
PCU Values

Time	A to A								A to B								A to C								A to D							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
[illegible]	[illegible]																															

[illegible]



Appendix I Traffic Flow Diagrams



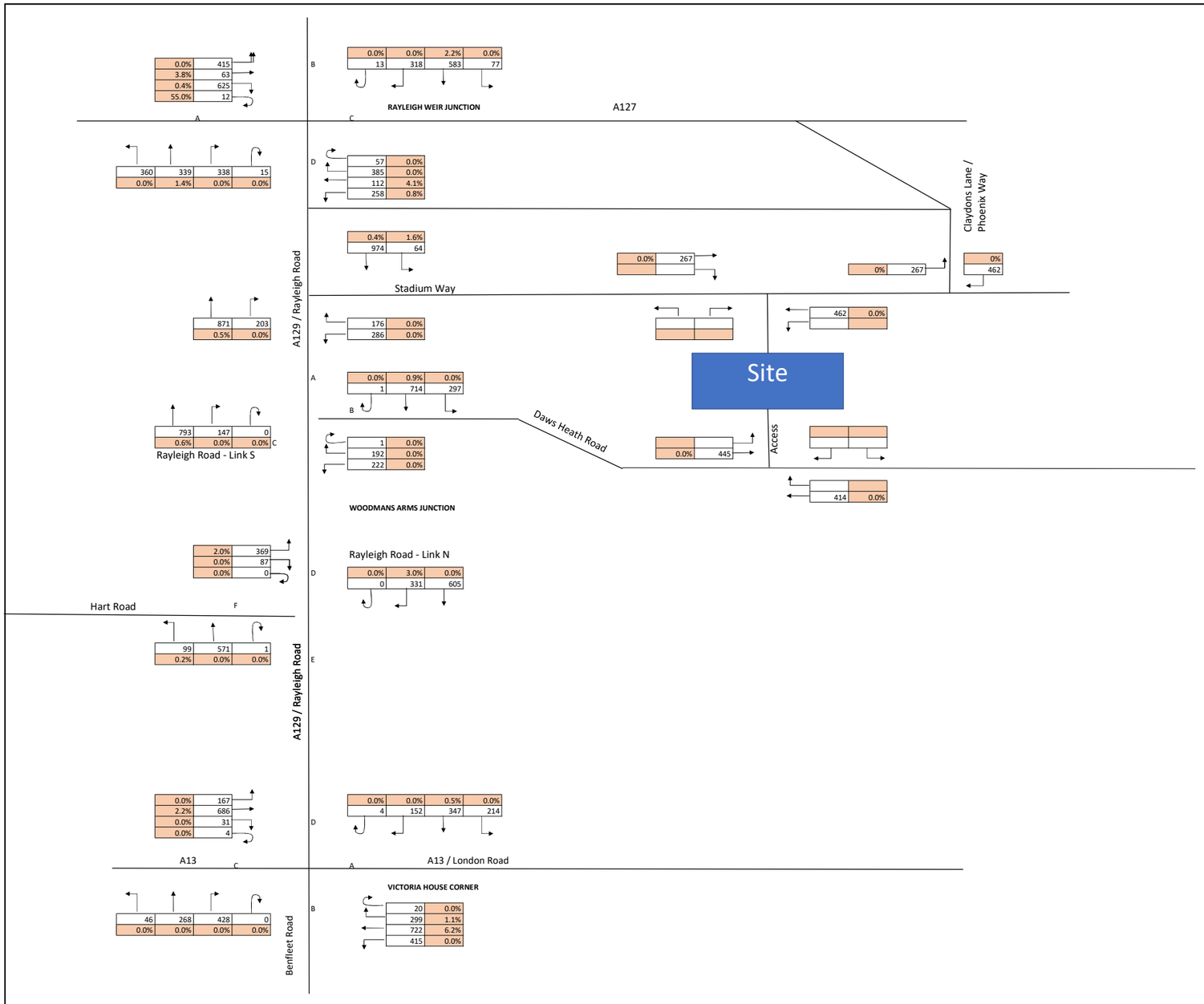
KEY

% HGVs	No. of Vehs

Land East of Rayleigh Road, Thundersley

Diagram 1: 2022 AM Peak Hour Flows (0745-0845)

Date: June 2022	Drawn by: OD	Client: This Land Ltd



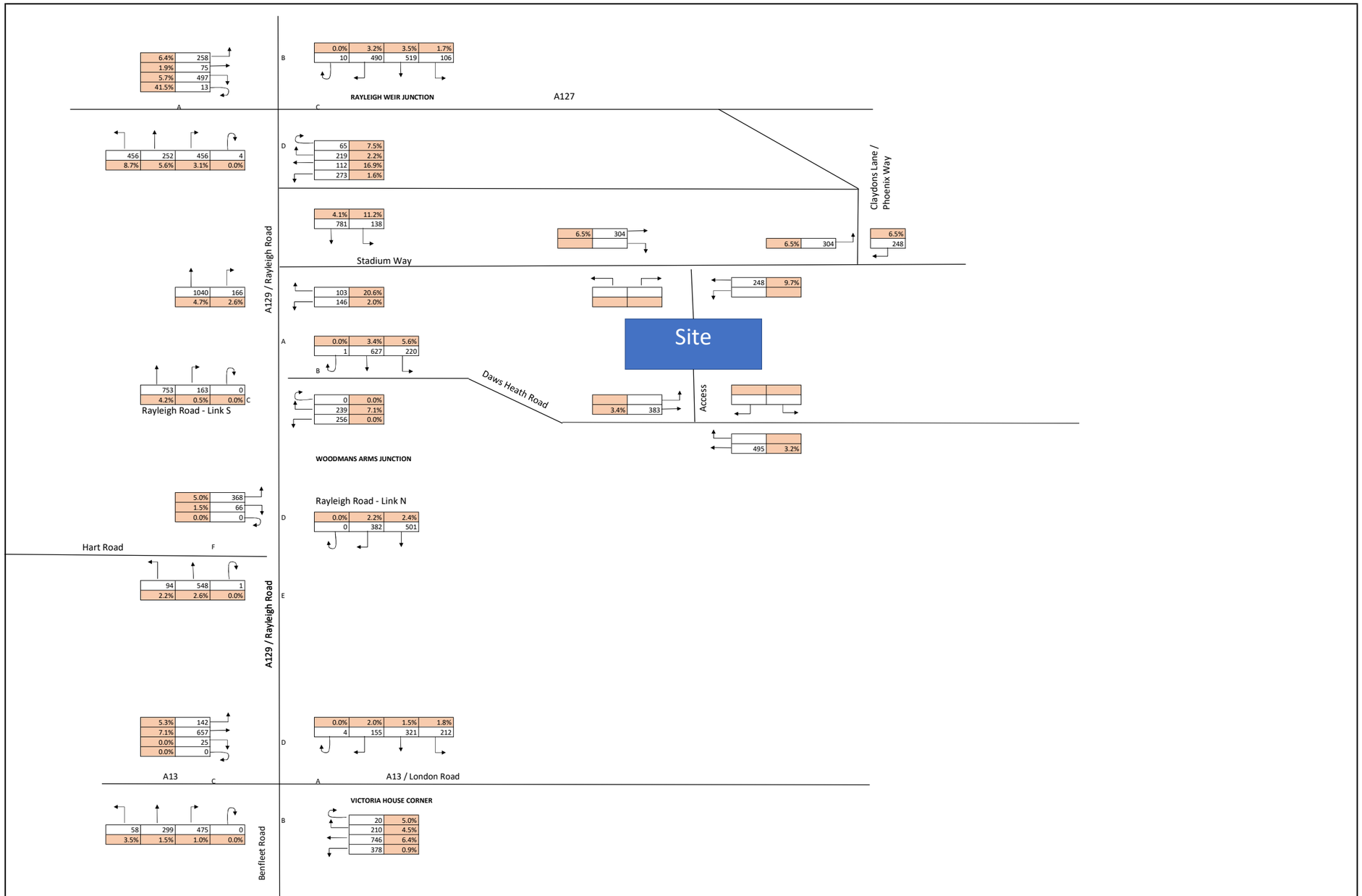
KEY

% HGVs	No. of Vehs

Land East of Rayleigh Road, Thundersley

Diagram 2: 2022 PM Peak Hour Flows (1630-1730)

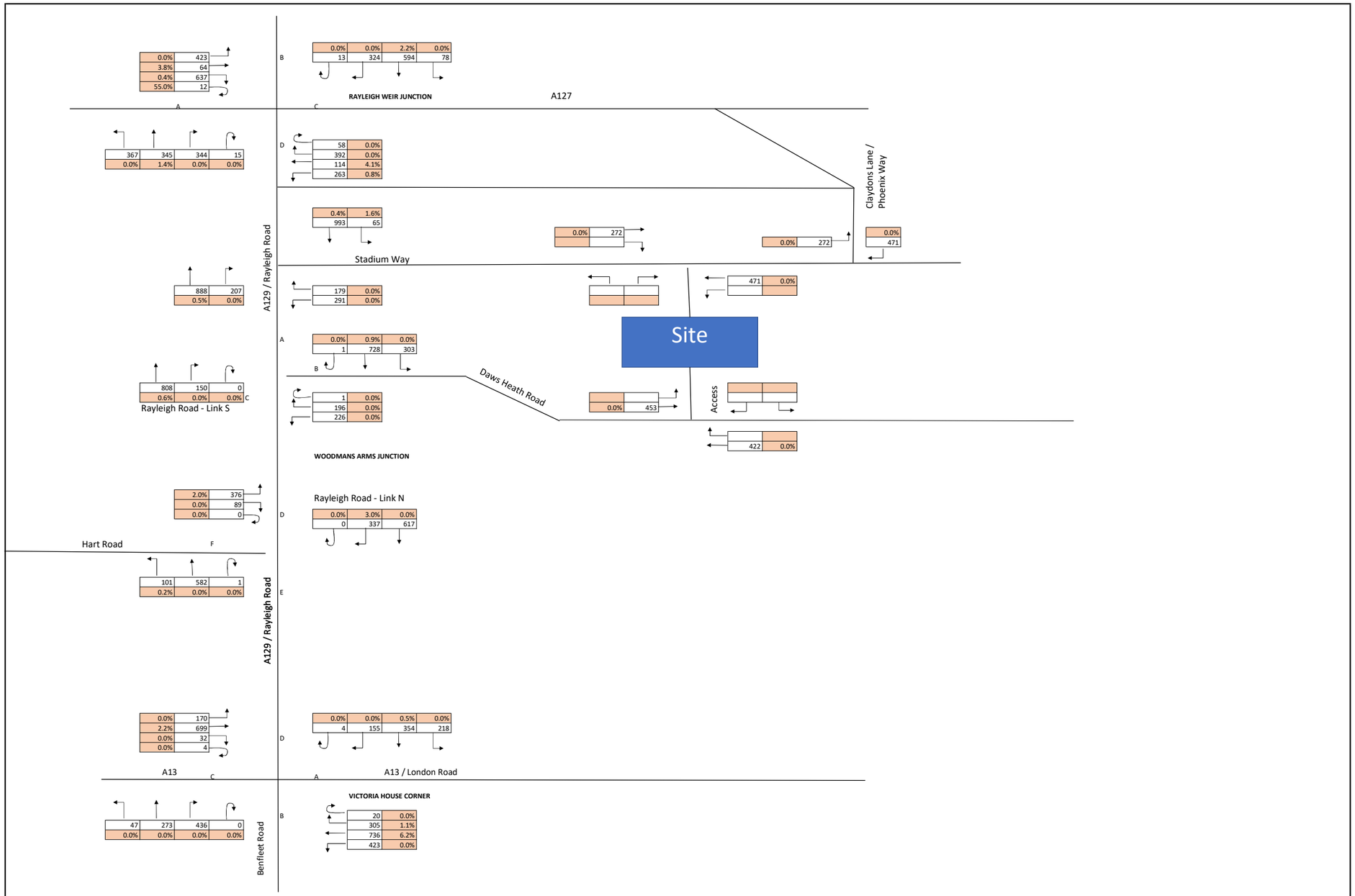
Date: June 2022	Drawn by: OD	Client: This Land Ltd



Land East of Rayleigh Road, Thundersley

Diagram 3: 2026 AM Peak Base (0745-0845)

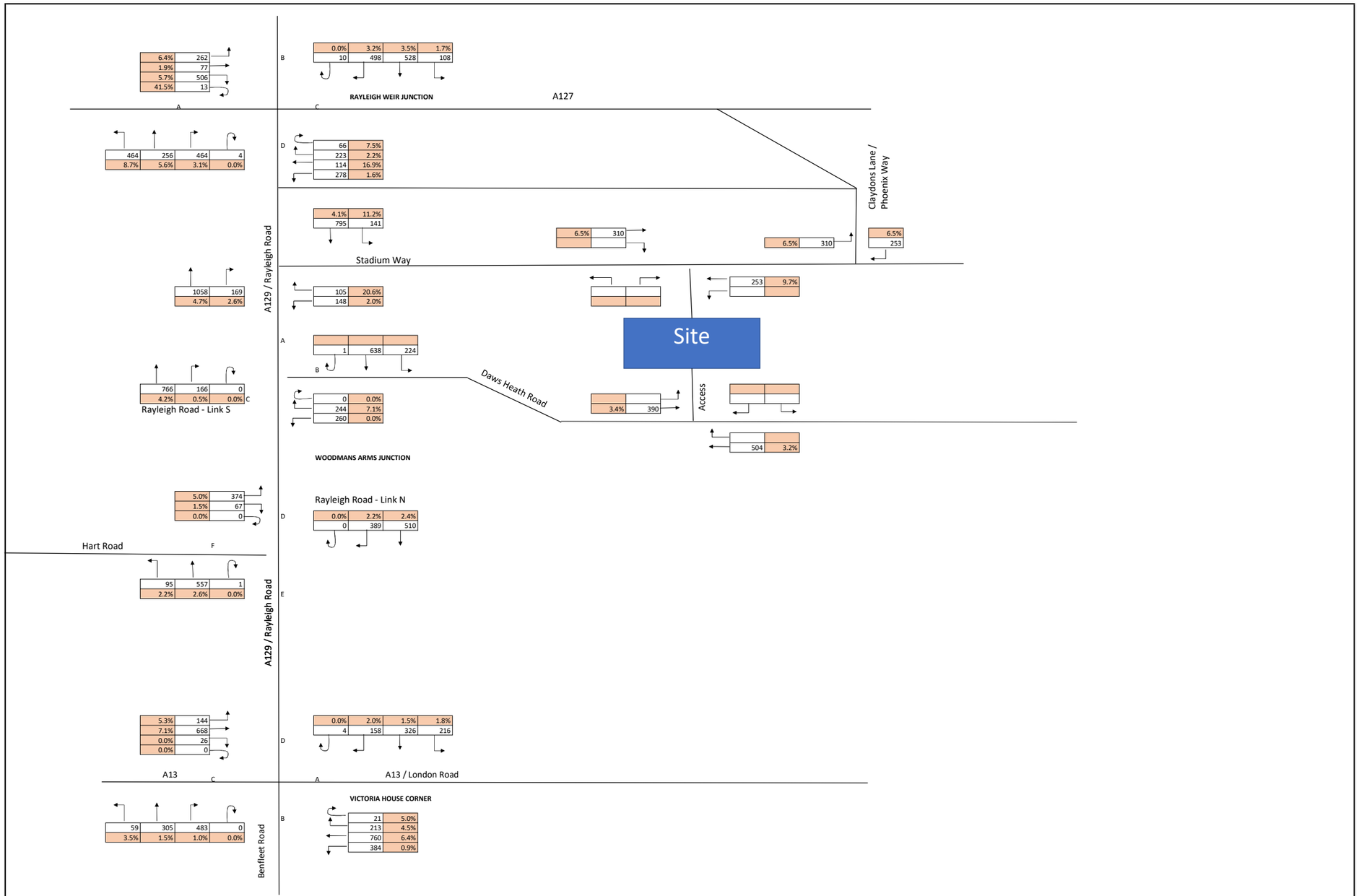
Date: June 2022	Drawn by: OD	Client: This Land Ltd



Land east of Rayleigh Road, Thundersley

Diagram 4: 2026 PM Peak Base (1630-1730)

Date: June 2022	Drawn by: OD	Client: This Land Ltd



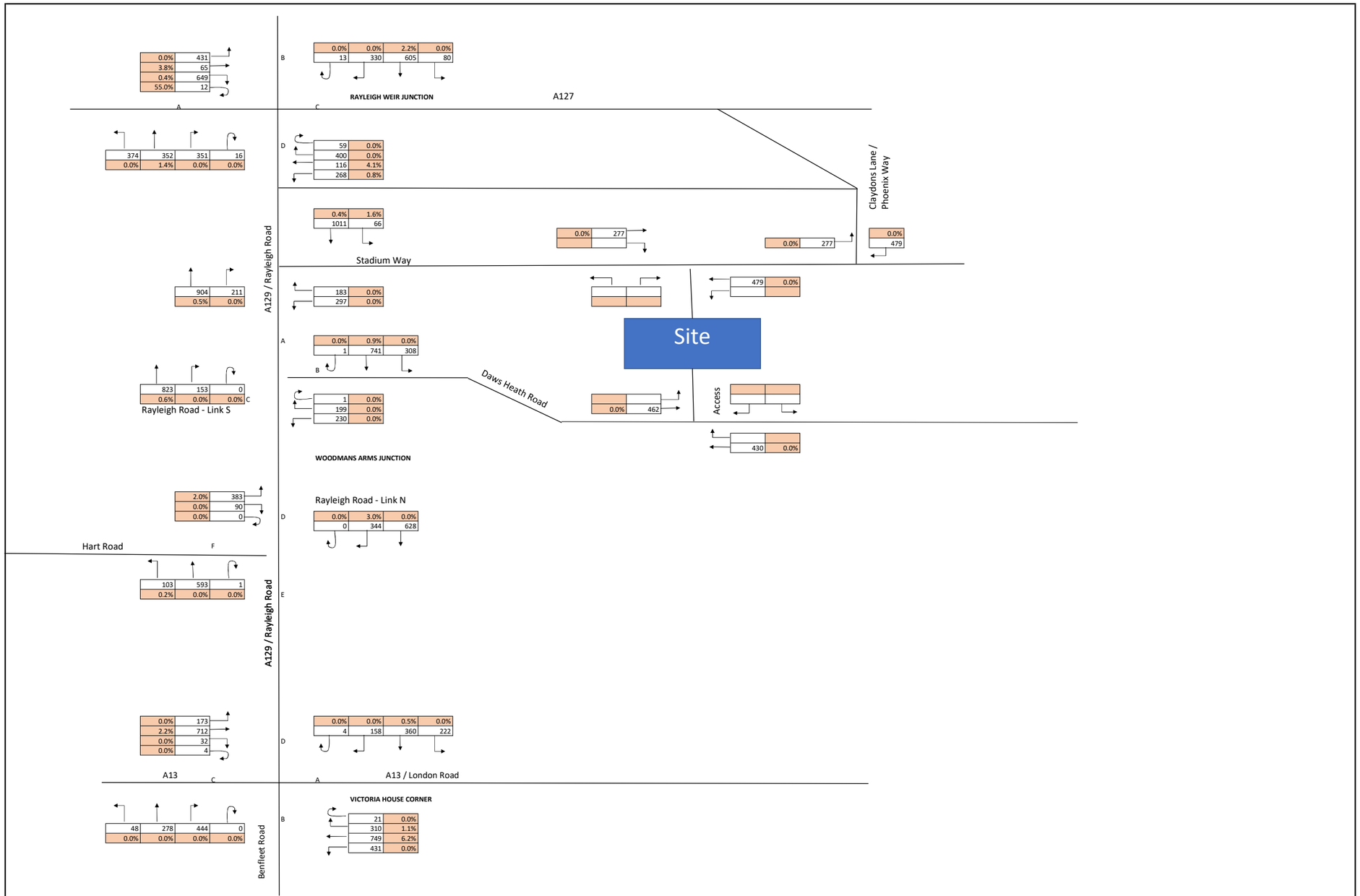
KEY

% HGVs	No. of Vehs

Land East of Rayleigh Road, Thundersley

Diagram 5: 2031 AM Peak Base (0745-0845)

Date: June 2022	Drawn by: OD	Client: This Land Ltd



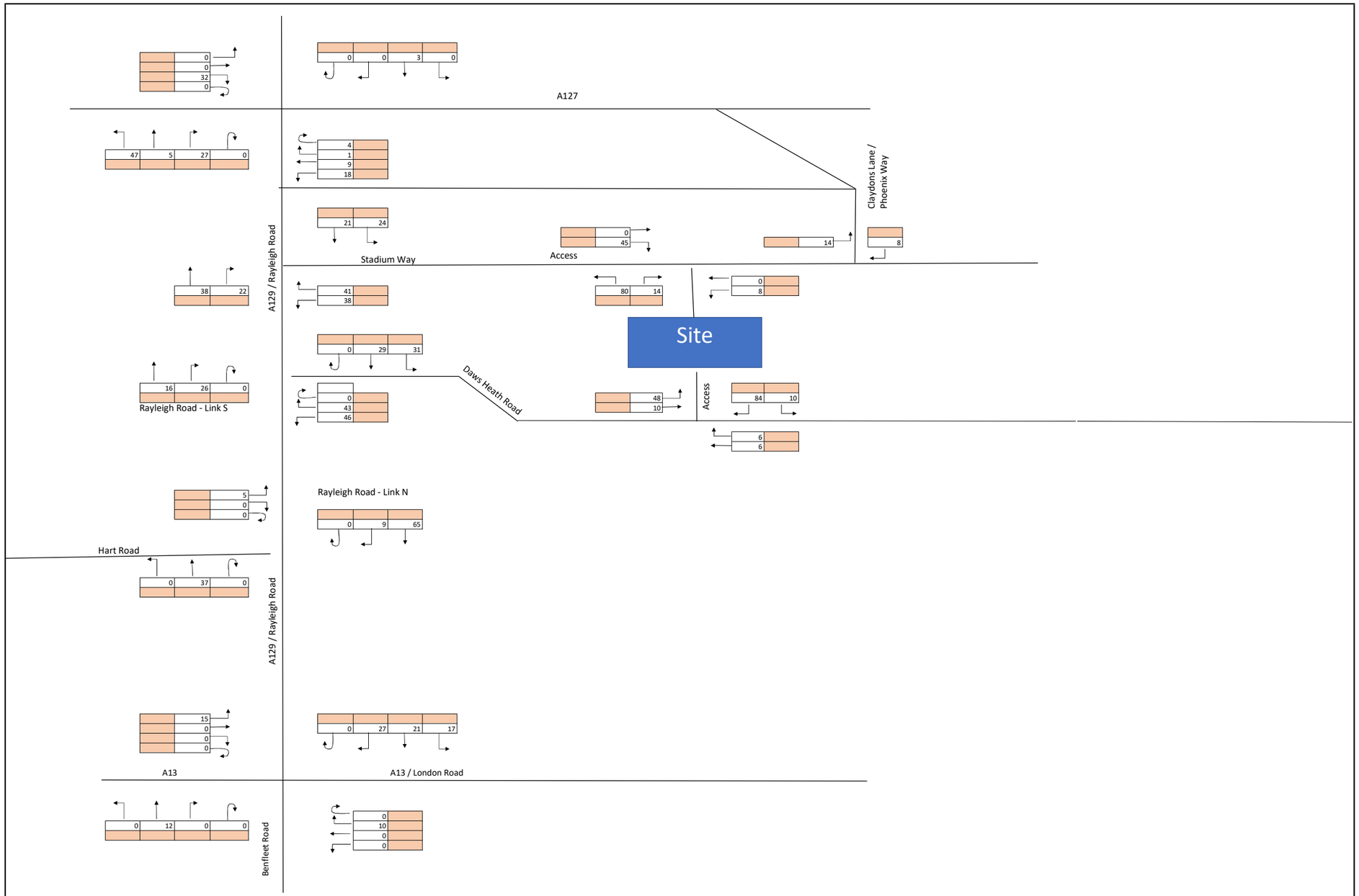
KEY

% HGVs	No. of Vehs

Land East of Rayleigh Road, Thundersley

Diagram 6: 2031 PM Peak Base (1630-1730)

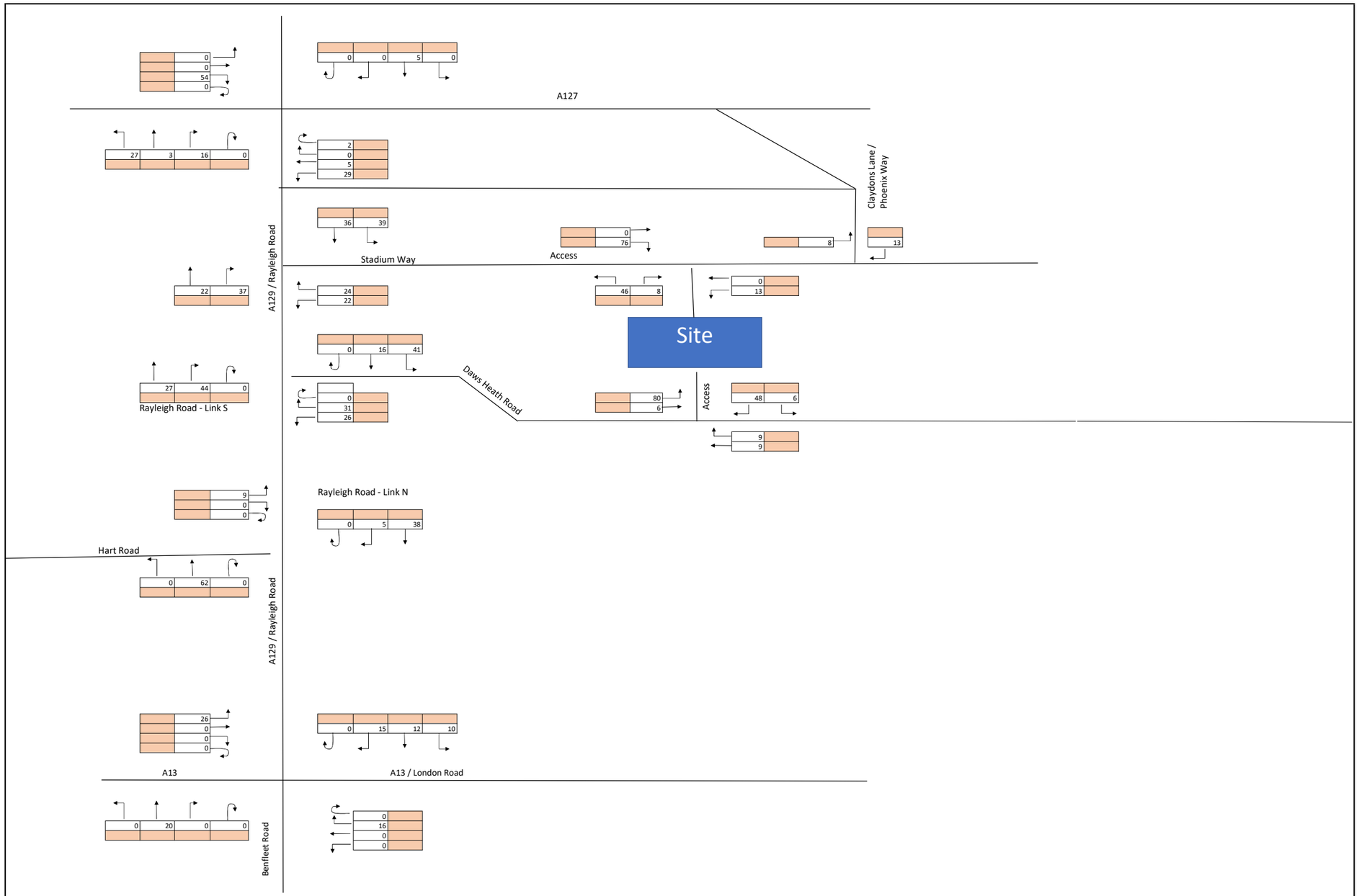
Date: June 2022	Drawn by: OD	Client: This Land Ltd



Land East of Rayleigh Road, Thundersley

Diagram 7: Development Trips AM Peak Hour

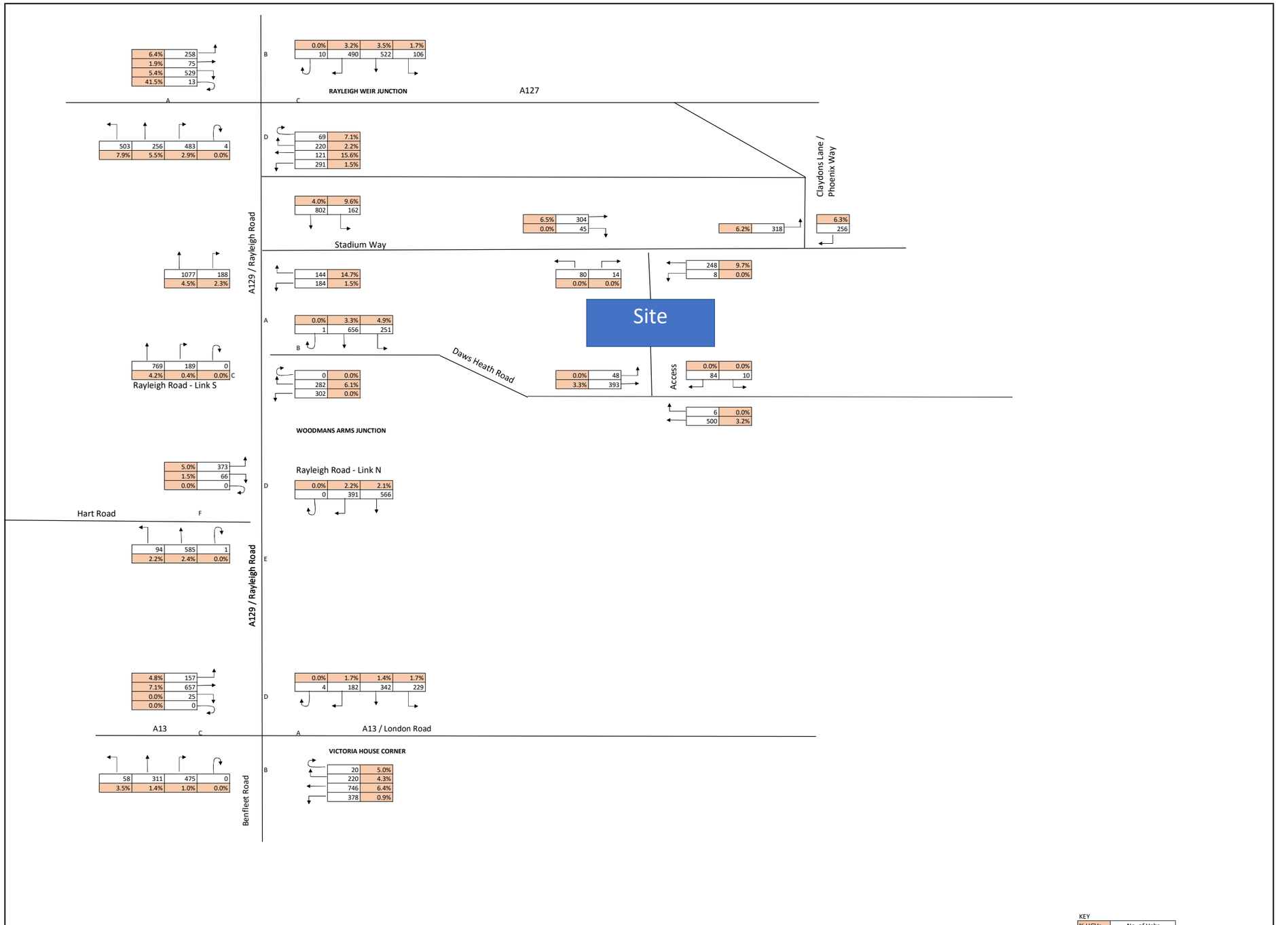
Date: June 2022	Drawn by: OD	Client: This Land Ltd



Land East of Rayleigh Road, Thundersley

Diagram 8: Development Trips PM Peak Hour

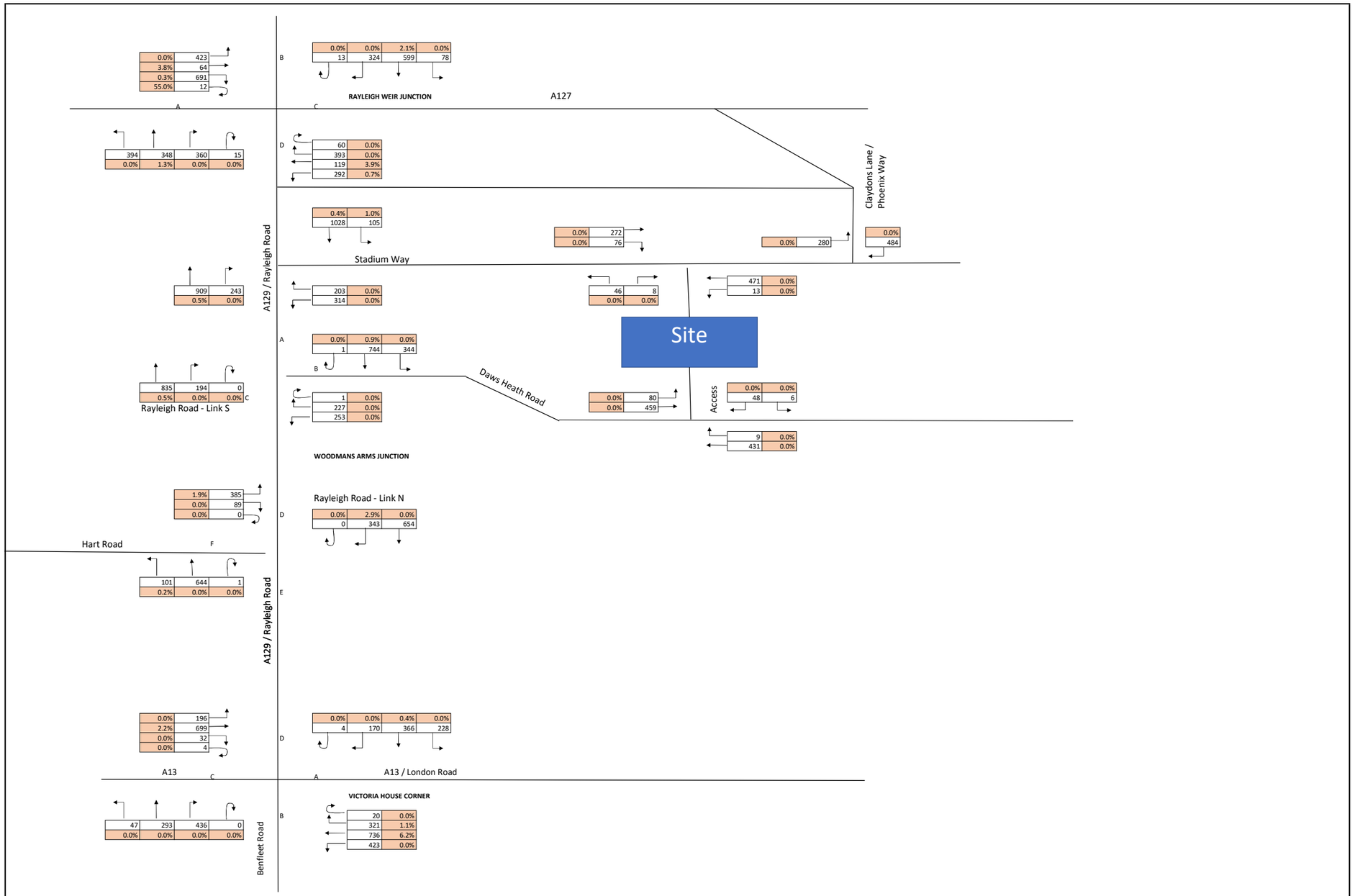
Date: June 2022	Drawn by: OD	Client: This Land Ltd



Land East of Rayleigh Road, Thundersley

Diagram 9: 2026 Flows with Development AM Peak Hour

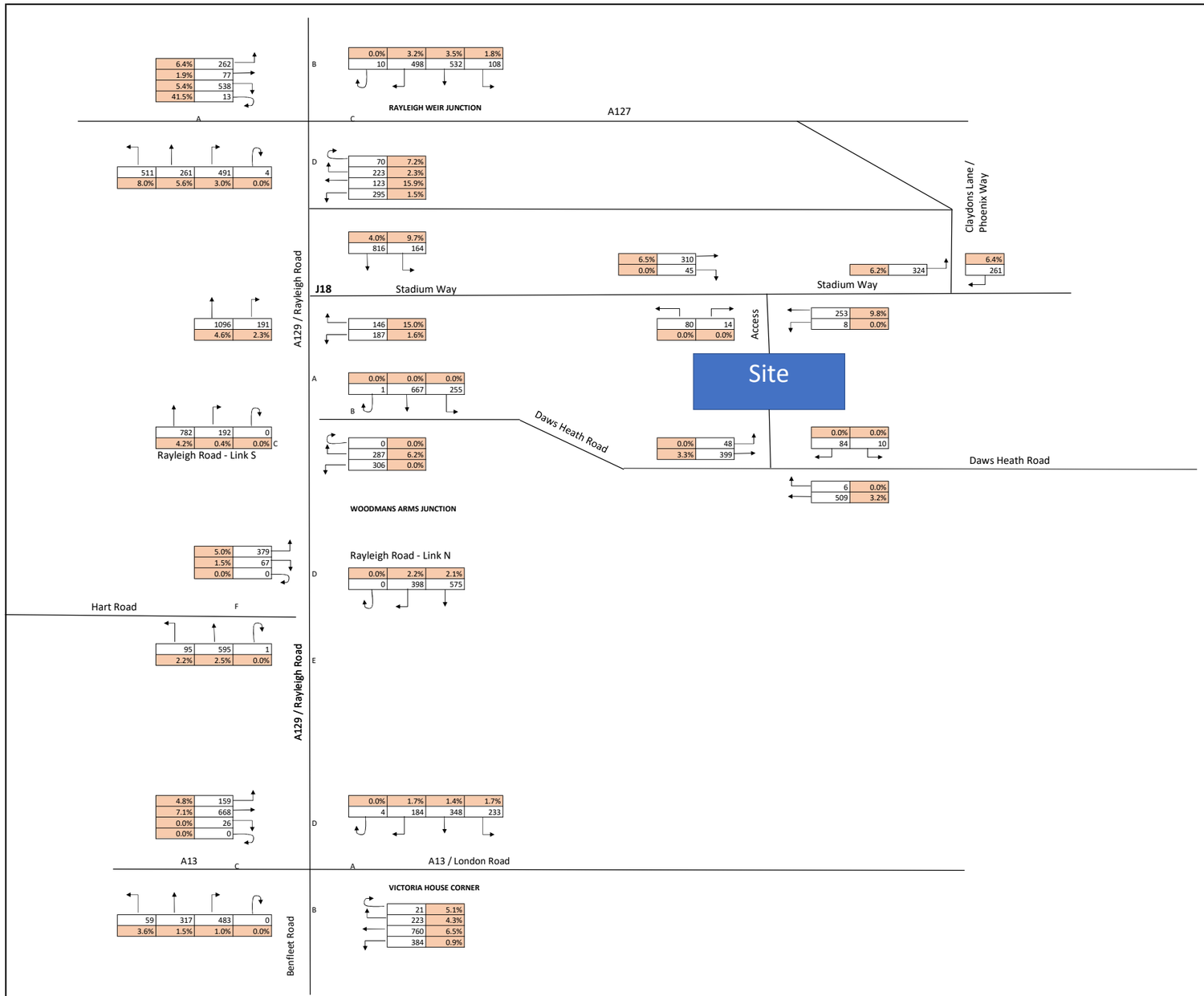
Date: June 2022	Drawn by: OD	Client: This Land Ltd



Land east of Rayleigh Road, Thundersley

Diagram 10: 2026 Flows with Development PM Peak Hour

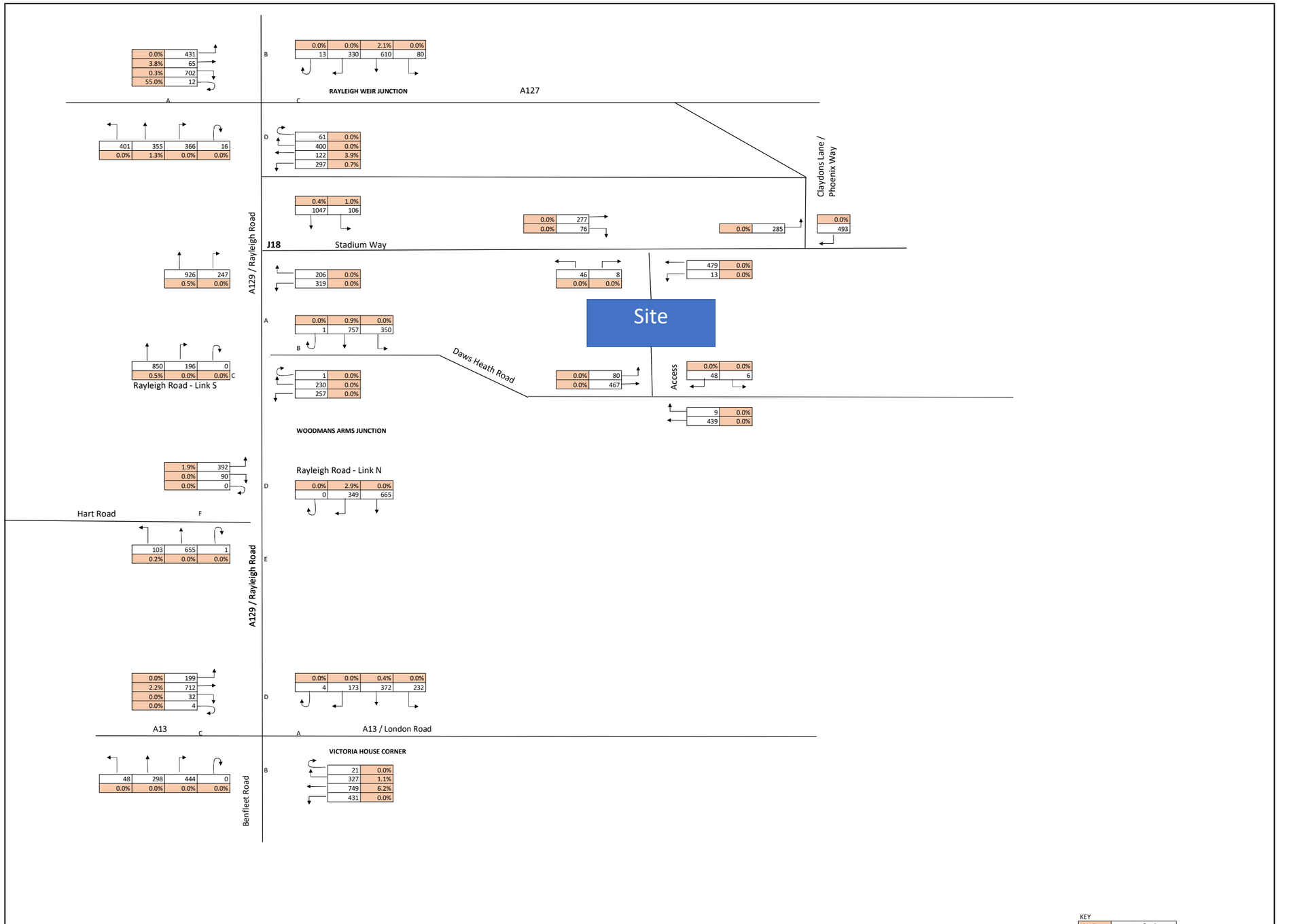
Date: June 2022	Drawn by: OD	Client: This Land Ltd



Land east of Rayleigh Road, Thundersley

Diagram 11: 2031 Flows with Development AM Peak Hour

Date: June 2022	Drawn by: OD	Client: This Land Ltd



Land east of Rayleigh Road, Thundersley

Diagram 12: 2031 Flows with Development PM Peak Hour

Date: June 2022	Drawn by: OD	Client: This Land Ltd

Appendix J Junction Capacity Assessment Printouts

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693

Filename: Daws Heath & New Link Road_001.j10
Path: \\cam-vfps-001\cam\Projects\47268 - Hadleigh Site Castle Point\Calculations\Transport\Junction Capacity Assessments\Junctions 10
Report generation date: 15/07/2022 15:09:46

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2026 Base									
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	A1 - 2026 Base + Dev									
Stream B-C	D5	0.0	7.60	0.02	A	D6	0.0	7.54	0.01	A
Stream B-A		0.4	14.22	0.27	B		0.2	12.57	0.16	B
Stream C-AB		0.0	5.91	0.01	A		0.0	6.20	0.02	A
	A1 - 2031 Base									
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	A1 - 2031 Base + Dev									
Stream B-C	D9	0.0	7.63	0.02	A	D10	0.0	7.58	0.01	A
Stream B-A		0.4	14.39	0.27	B		0.2	12.72	0.16	B
Stream C-AB		0.0	5.92	0.01	A		0.0	6.23	0.02	A

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.

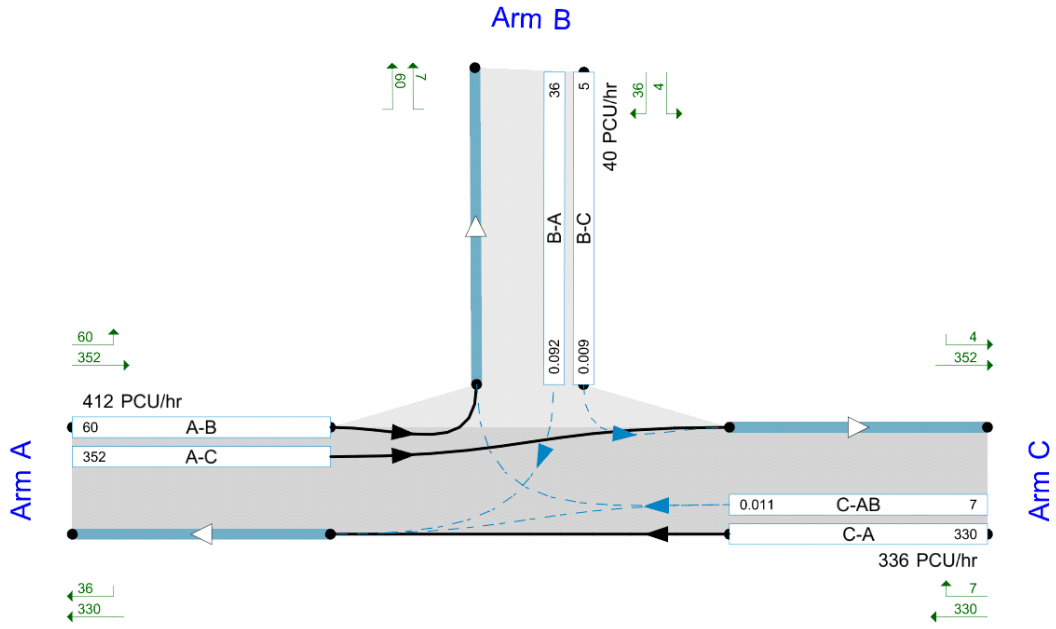
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	27/07/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP/jwelch
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	PCU	PCU	perHour	s	-Min	perMin



Flows show modelled flow through junction (PCU/hr).
Streams (upstream end) show Total Demand (PCU/hr); Streams (downstream end) show RFC ()

Time Segment: 16:45-17:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15
D5	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	(Default Analysis Set)	100.000

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.50		✓	2.50	250.0	✓	7.50

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.50	3.00	3.00	3.00		5.20	16	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	522	0.085	0.214	0.135	0.306
B-C	675	0.092	0.233	-	-
C-B	742	0.256	0.256	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	389	100.000
B		✓	0	100.000
C		✓	503	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	389
	B	0	0	0
	C	503	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	293	293
	B	0	0
	C	379	379
08:00-08:15	A	350	350
	B	0	0
	C	452	452
08:15-08:30	A	428	428
	B	0	0
	C	554	554
08:30-08:45	A	428	428
	B	0	0
	C	554	554
08:45-09:00	A	350	350
	B	0	0
	C	452	452
09:00-09:15	A	293	293
	B	0	0
	C	379	379

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	607	0.000	0	0.0	0.000	A
B-A	0	408	0.000	0	0.0	0.000	A
C-AB	0	1356	0.000	0	0.0	0.000	A
C-A	379			379			
A-B	0			0			
A-C	293			293			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	593	0.000	0	0.0	0.000	A
B-A	0	386	0.000	0	0.0	0.000	A
C-AB	0	1326	0.000	0	0.0	0.000	A
C-A	452			452			
A-B	0			0			
A-C	350			350			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	575	0.000	0	0.0	0.000	A
B-A	0	356	0.000	0	0.0	0.000	A
C-AB	0	1285	0.000	0	0.0	0.000	A
C-A	554			554			
A-B	0			0			
A-C	428			428			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	575	0.000	0	0.0	0.000	A
B-A	0	356	0.000	0	0.0	0.000	A
C-AB	0	1285	0.000	0	0.0	0.000	A
C-A	554			554			
A-B	0			0			
A-C	428			428			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	593	0.000	0	0.0	0.000	A
B-A	0	386	0.000	0	0.0	0.000	A
C-AB	0	1326	0.000	0	0.0	0.000	A
C-A	452			452			
A-B	0			0			
A-C	350			350			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	607	0.000	0	0.0	0.000	A
B-A	0	408	0.000	0	0.0	0.000	A
C-AB	0	1356	0.000	0	0.0	0.000	A
C-A	379			379			
A-B	0			0			
A-C	293			293			

(Default Analysis Set) - 2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	453	100.000
B		✓	0	100.000
C		✓	421	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	453
	B	0	0	0
	C	421	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	341	341
	B	0	0
	C	317	317
17:00-17:15	A	407	407
	B	0	0
	C	378	378
17:15-17:30	A	499	499
	B	0	0
	C	464	464
17:30-17:45	A	499	499
	B	0	0
	C	464	464
17:45-18:00	A	407	407
	B	0	0
	C	378	378
18:00-18:15	A	341	341
	B	0	0
	C	317	317

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	595	0.000	0	0.0	0.000	A
B-A	0	406	0.000	0	0.0	0.000	A
C-AB	0	1310	0.000	0	0.0	0.000	A
C-A	317			317			
A-B	0			0			
A-C	341			341			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	580	0.000	0	0.0	0.000	A
B-A	0	384	0.000	0	0.0	0.000	A
C-AB	0	1276	0.000	0	0.0	0.000	A
C-A	378			378			
A-B	0			0			
A-C	407			407			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	559	0.000	0	0.0	0.000	A
B-A	0	353	0.000	0	0.0	0.000	A
C-AB	0	1229	0.000	0	0.0	0.000	A
C-A	464			464			
A-B	0			0			
A-C	499			499			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	559	0.000	0	0.0	0.000	A
B-A	0	353	0.000	0	0.0	0.000	A
C-AB	0	1229	0.000	0	0.0	0.000	A
C-A	464			464			
A-B	0			0			
A-C	499			499			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	580	0.000	0	0.0	0.000	A
B-A	0	384	0.000	0	0.0	0.000	A
C-AB	0	1276	0.000	0	0.0	0.000	A
C-A	378			378			
A-B	0			0			
A-C	407			407			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	595	0.000	0	0.0	0.000	A
B-A	0	406	0.000	0	0.0	0.000	A
C-AB	0	1310	0.000	0	0.0	0.000	A
C-A	317			317			
A-B	0			0			
A-C	341			341			

(Default Analysis Set) - 2026 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		1.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	447	100.000
B		✓	94	100.000
C		✓	514	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	48	399
	B	84	0	10
	C	508	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	337	337
	B	71	71
	C	387	387
08:00-08:15	A	402	402
	B	85	85
	C	462	462
08:15-08:30	A	492	492
	B	103	103
	C	566	566
08:30-08:45	A	492	492
	B	103	103
	C	566	566
08:45-09:00	A	402	402
	B	85	85
	C	462	462
09:00-09:15	A	337	337
	B	71	71
	C	387	387

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.60	0.0	A
B-A	0.27	14.22	0.4	B
C-AB	0.01	5.91	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	530	0.014	7	0.0	6.895	A
B-A	63	401	0.158	63	0.2	10.610	B
C-AB	5	656	0.007	4	0.0	5.525	A
C-A	382			382			
A-B	36			36			
A-C	300			300			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	511	0.018	9	0.0	7.169	A
B-A	76	378	0.200	75	0.2	11.889	B
C-AB	5	639	0.008	5	0.0	5.679	A
C-A	457			457			
A-B	43			43			
A-C	359			359			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	485	0.023	11	0.0	7.594	A
B-A	92	346	0.268	92	0.4	14.173	B
C-AB	7	616	0.011	7	0.0	5.906	A
C-A	559			559			
A-B	53			53			
A-C	439			439			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	485	0.023	11	0.0	7.597	A
B-A	92	346	0.268	92	0.4	14.220	B
C-AB	7	616	0.011	7	0.0	5.906	A
C-A	559			559			
A-B	53			53			
A-C	439			439			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	511	0.018	9	0.0	7.177	A
B-A	76	378	0.200	76	0.3	11.941	B
C-AB	5	639	0.008	5	0.0	5.681	A
C-A	457			457			
A-B	43			43			
A-C	359			359			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	529	0.014	8	0.0	6.903	A
B-A	63	401	0.158	63	0.2	10.669	B
C-AB	5	656	0.007	5	0.0	5.525	A
C-A	382			382			
A-B	36			36			
A-C	300			300			

(Default Analysis Set) - 2026 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		0.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	538	100.000
B		✓	54	100.000
C		✓	439	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	80	458
	B	48	0	6
	C	430	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	405	405
	B	41	41
	C	331	331
17:00-17:15	A	484	484
	B	49	49
	C	395	395
17:15-17:30	A	592	592
	B	59	59
	C	483	483
17:30-17:45	A	592	592
	B	59	59
	C	483	483
17:45-18:00	A	484	484
	B	49	49
	C	395	395
18:00-18:15	A	405	405
	B	41	41
	C	331	331

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	7.54	0.0	A
B-A	0.16	12.57	0.2	B
C-AB	0.02	6.20	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	528	0.009	4	0.0	6.875	A
B-A	36	397	0.091	36	0.1	9.963	A
C-AB	7	638	0.011	7	0.0	5.698	A
C-A	324			324			
A-B	60			60			
A-C	345			345			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	510	0.011	5	0.0	7.137	A
B-A	43	372	0.116	43	0.1	10.923	B
C-AB	8	618	0.013	8	0.0	5.899	A
C-A	387			387			
A-B	72			72			
A-C	412			412			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	484	0.014	7	0.0	7.539	A
B-A	53	339	0.156	53	0.2	12.558	B
C-AB	10	590	0.017	10	0.0	6.201	A
C-A	473			473			
A-B	88			88			
A-C	504			504			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	484	0.014	7	0.0	7.540	A
B-A	53	339	0.156	53	0.2	12.575	B
C-AB	10	590	0.017	10	0.0	6.201	A
C-A	473			473			
A-B	88			88			
A-C	504			504			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	510	0.011	5	0.0	7.140	A
B-A	43	373	0.116	43	0.1	10.943	B
C-AB	8	618	0.013	8	0.0	5.899	A
C-A	387			387			
A-B	72			72			
A-C	412			412			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	528	0.009	5	0.0	6.881	A
B-A	36	397	0.091	36	0.1	9.994	A
C-AB	7	638	0.011	7	0.0	5.699	A
C-A	324			324			
A-B	60			60			
A-C	345			345			

(Default Analysis Set) - 2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	396	100.000
B		✓	0	100.000
C		✓	512	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	396
	B	0	0	0
	C	512	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	298	298
	B	0	0
	C	385	385
08:00-08:15	A	356	356
	B	0	0
	C	460	460
08:15-08:30	A	436	436
	B	0	0
	C	564	564
08:30-08:45	A	436	436
	B	0	0
	C	564	564
08:45-09:00	A	356	356
	B	0	0
	C	460	460
09:00-09:15	A	298	298
	B	0	0
	C	385	385

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	605	0.000	0	0.0	0.000	A
B-A	0	406	0.000	0	0.0	0.000	A
C-AB	0	1352	0.000	0	0.0	0.000	A
C-A	385			385			
A-B	0			0			
A-C	298			298			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	592	0.000	0	0.0	0.000	A
B-A	0	384	0.000	0	0.0	0.000	A
C-AB	0	1321	0.000	0	0.0	0.000	A
C-A	460			460			
A-B	0			0			
A-C	356			356			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	573	0.000	0	0.0	0.000	A
B-A	0	353	0.000	0	0.0	0.000	A
C-AB	0	1280	0.000	0	0.0	0.000	A
C-A	564			564			
A-B	0			0			
A-C	436			436			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	573	0.000	0	0.0	0.000	A
B-A	0	353	0.000	0	0.0	0.000	A
C-AB	0	1280	0.000	0	0.0	0.000	A
C-A	564			564			
A-B	0			0			
A-C	436			436			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	592	0.000	0	0.0	0.000	A
B-A	0	384	0.000	0	0.0	0.000	A
C-AB	0	1321	0.000	0	0.0	0.000	A
C-A	460			460			
A-B	0			0			
A-C	356			356			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	605	0.000	0	0.0	0.000	A
B-A	0	406	0.000	0	0.0	0.000	A
C-AB	0	1352	0.000	0	0.0	0.000	A
C-A	385			385			
A-B	0			0			
A-C	298			298			

(Default Analysis Set) - 2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	461	100.000
B		✓	0	100.000
C		✓	428	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	461
	B	0	0	0
	C	428	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	347	347
	B	0	0
	C	322	322
17:00-17:15	A	414	414
	B	0	0
	C	385	385
17:15-17:30	A	508	508
	B	0	0
	C	471	471
17:30-17:45	A	508	508
	B	0	0
	C	471	471
17:45-18:00	A	414	414
	B	0	0
	C	385	385
18:00-18:15	A	347	347
	B	0	0
	C	322	322

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	594	0.000	0	0.0	0.000	A
B-A	0	404	0.000	0	0.0	0.000	A
C-AB	0	1307	0.000	0	0.0	0.000	A
C-A	322			322			
A-B	0			0			
A-C	347			347			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	578	0.000	0	0.0	0.000	A
B-A	0	382	0.000	0	0.0	0.000	A
C-AB	0	1272	0.000	0	0.0	0.000	A
C-A	385			385			
A-B	0			0			
A-C	414			414			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	557	0.000	0	0.0	0.000	A
B-A	0	350	0.000	0	0.0	0.000	A
C-AB	0	1224	0.000	0	0.0	0.000	A
C-A	471			471			
A-B	0			0			
A-C	508			508			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	557	0.000	0	0.0	0.000	A
B-A	0	350	0.000	0	0.0	0.000	A
C-AB	0	1224	0.000	0	0.0	0.000	A
C-A	471			471			
A-B	0			0			
A-C	508			508			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	578	0.000	0	0.0	0.000	A
B-A	0	382	0.000	0	0.0	0.000	A
C-AB	0	1272	0.000	0	0.0	0.000	A
C-A	385			385			
A-B	0			0			
A-C	414			414			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	594	0.000	0	0.0	0.000	A
B-A	0	404	0.000	0	0.0	0.000	A
C-AB	0	1307	0.000	0	0.0	0.000	A
C-A	322			322			
A-B	0			0			
A-C	347			347			

(Default Analysis Set) - 2031 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		1.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	454	100.000
B		✓	94	100.000
C		✓	523	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	48	406
	B	84	0	10
	C	517	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	342	342
	B	71	71
	C	394	394
08:00-08:15	A	408	408
	B	85	85
	C	470	470
08:15-08:30	A	500	500
	B	103	103
	C	576	576
08:30-08:45	A	500	500
	B	103	103
	C	576	576
08:45-09:00	A	408	408
	B	85	85
	C	470	470
09:00-09:15	A	342	342
	B	71	71
	C	394	394

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.63	0.0	A
B-A	0.27	14.39	0.4	B
C-AB	0.01	5.92	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	528	0.014	7	0.0	6.910	A
B-A	63	399	0.158	62	0.2	10.672	B
C-AB	5	655	0.007	4	0.0	5.537	A
C-A	389			389			
A-B	36			36			
A-C	306			306			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	510	0.018	9	0.0	7.190	A
B-A	76	375	0.201	75	0.2	11.985	B
C-AB	5	638	0.008	5	0.0	5.693	A
C-A	465			465			
A-B	43			43			
A-C	365			365			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	483	0.023	11	0.0	7.624	A
B-A	92	343	0.270	92	0.4	14.339	B
C-AB	7	614	0.011	7	0.0	5.925	A
C-A	569			569			
A-B	53			53			
A-C	447			447			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	483	0.023	11	0.0	7.627	A
B-A	92	343	0.270	92	0.4	14.389	B
C-AB	7	614	0.011	7	0.0	5.925	A
C-A	569			569			
A-B	53			53			
A-C	447			447			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	509	0.018	9	0.0	7.195	A
B-A	76	375	0.201	76	0.3	12.039	B
C-AB	5	638	0.008	5	0.0	5.693	A
C-A	465			465			
A-B	43			43			
A-C	365			365			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	528	0.014	8	0.0	6.919	A
B-A	63	399	0.158	63	0.2	10.736	B
C-AB	5	655	0.007	5	0.0	5.537	A
C-A	389			389			
A-B	36			36			
A-C	306			306			

(Default Analysis Set) - 2031 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		0.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Base + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	547	100.000
B		✓	54	100.000
C		✓	447	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	80	467
	B	48	0	6
	C	438	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	412	412
	B	41	41
	C	337	337
17:00-17:15	A	492	492
	B	49	49
	C	402	402
17:15-17:30	A	602	602
	B	59	59
	C	492	492
17:30-17:45	A	602	602
	B	59	59
	C	492	492
17:45-18:00	A	492	492
	B	49	49
	C	402	402
18:00-18:15	A	412	412
	B	41	41
	C	337	337

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	7.58	0.0	A
B-A	0.16	12.72	0.2	B
C-AB	0.02	6.23	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	527	0.009	4	0.0	6.894	A
B-A	36	394	0.092	36	0.1	10.026	B
C-AB	7	637	0.011	7	0.0	5.714	A
C-A	330			330			
A-B	60			60			
A-C	352			352			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	508	0.011	5	0.0	7.163	A
B-A	43	370	0.117	43	0.1	11.017	B
C-AB	8	616	0.013	8	0.0	5.919	A
C-A	394			394			
A-B	72			72			
A-C	420			420			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	482	0.014	7	0.0	7.574	A
B-A	53	336	0.157	53	0.2	12.704	B
C-AB	10	588	0.017	10	0.0	6.228	A
C-A	482			482			
A-B	88			88			
A-C	514			514			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	482	0.014	7	0.0	7.576	A
B-A	53	336	0.157	53	0.2	12.722	B
C-AB	10	588	0.017	10	0.0	6.228	A
C-A	482			482			
A-B	88			88			
A-C	514			514			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	508	0.011	5	0.0	7.165	A
B-A	43	370	0.117	43	0.1	11.036	B
C-AB	8	616	0.013	8	0.0	5.919	A
C-A	394			394			
A-B	72			72			
A-C	420			420			

18:00 - 18:15

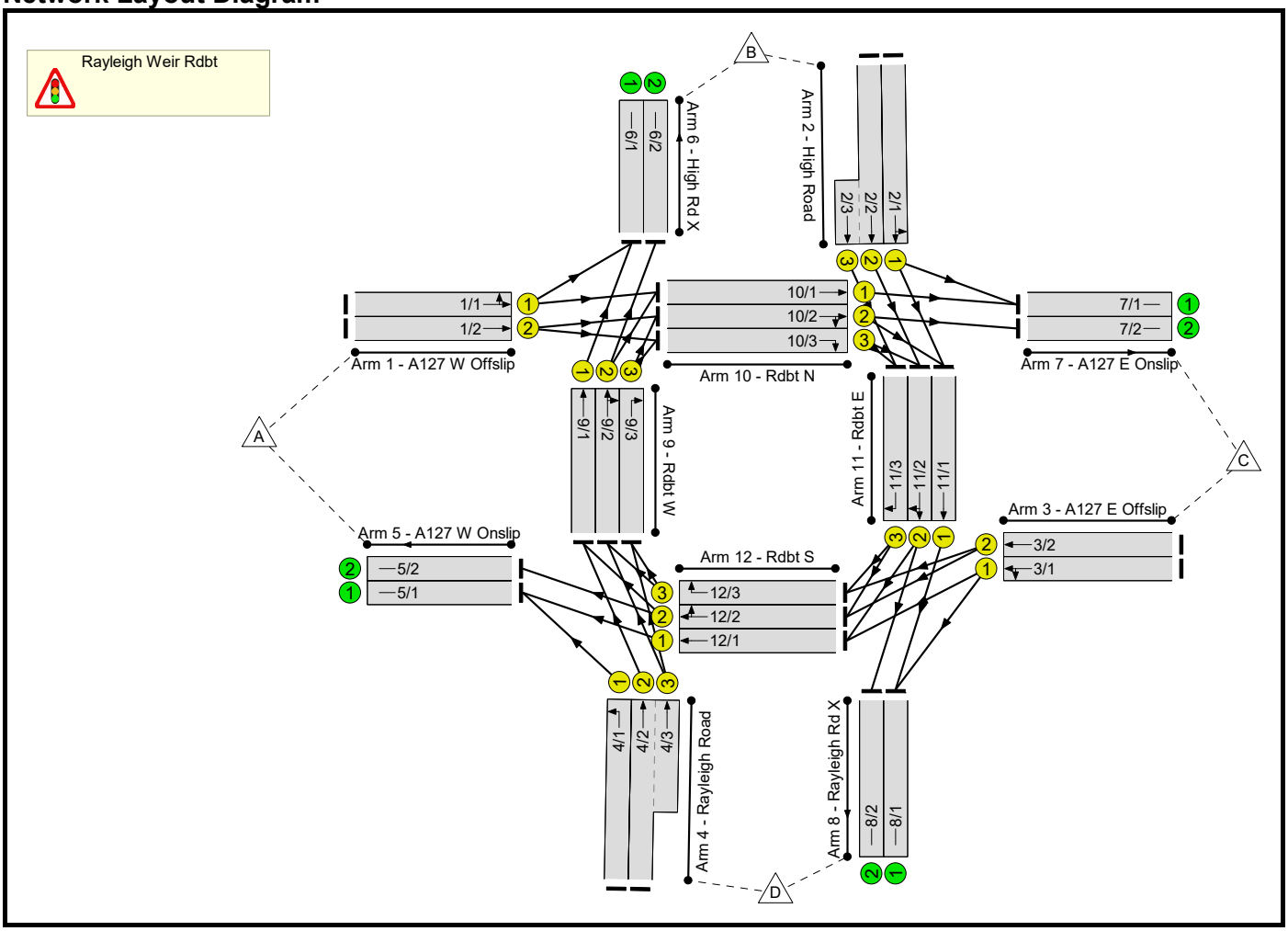
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	526	0.009	5	0.0	6.901	A
B-A	36	394	0.092	36	0.1	10.055	B
C-AB	7	637	0.011	7	0.0	5.717	A
C-A	330			330			
A-B	60			60			
A-C	352			352			

Full Input Data And Results

User and Project Details

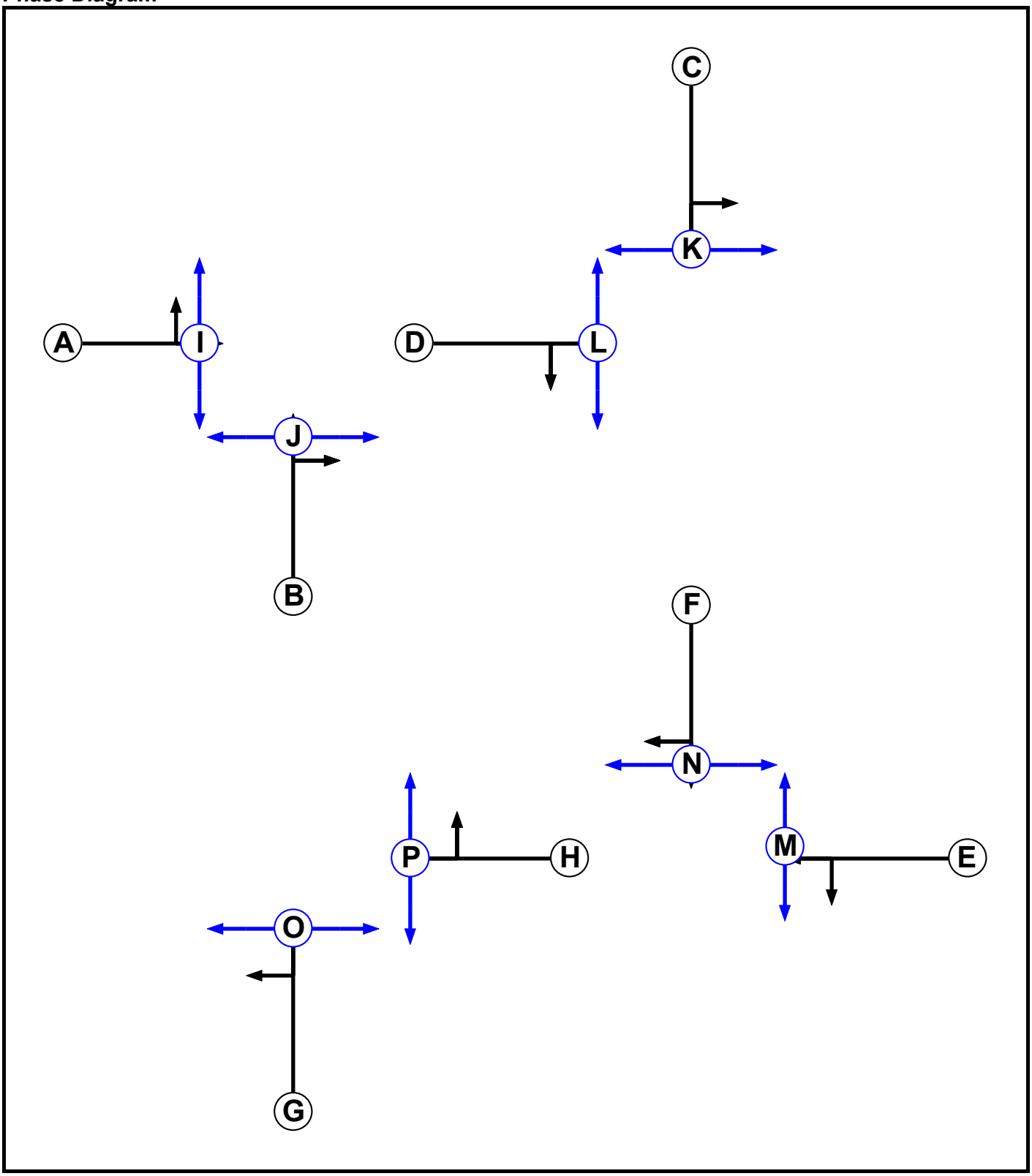
Project:	**47268 - Hadleigh Site Castle Point**
Title:	Rayleigh Weir Roundabout
Client:	This Land Ltd
Date Completed:	June 2022
File name:	J3_Rayleigh Weir Roundabout_002.lsg3x
Company:	Stantec
Address:	Cambridge

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	1
B	Traffic	1		7	1
C	Traffic	2		7	1
D	Traffic	2		7	1
E	Traffic	3		7	1
F	Traffic	3		7	1
G	Traffic	4		7	1
H	Traffic	4		7	1
I	Pedestrian	1		6	6
J	Pedestrian	1		6	6
K	Pedestrian	2		7	7
L	Pedestrian	2		6	6
M	Pedestrian	3		6	6
N	Pedestrian	3		7	7
O	Pedestrian	4		6	6
P	Pedestrian	4		6	6