

Phase Intergreens Matrix

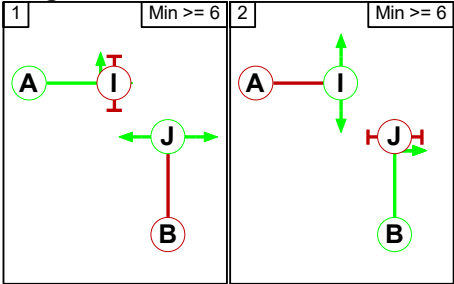
		Starting Phase															
Terminating Phase		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	A		5	-	-	-	-	-	-	5	-	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-	5	-	-	-	-	-	-
	C	-	-		5	-	-	-	-	-	-	5	-	-	-	-	-
	D	-	-	5		-	-	-	-	-	-	-	5	-	-	-	-
	E	-	-	-	-		5	-	-	-	-	-	-	5	-	-	-
	F	-	-	-	-	5		-	-	-	-	-	-	-	5	-	-
	G	-	-	-	-	-	-		5	-	-	-	-	-	-	5	-
	H	-	-	-	-	-	-	5		-	-	-	-	-	-	-	5
	I	6	-	-	-	-	-	-	-		-	-	-	-	-	-	-
	J	-	11	-	-	-	-	-	-	-		-	-	-	-	-	-
	K	-	-	11	-	-	-	-	-	-	-		-	-	-	-	-
	L	-	-	-	11	-	-	-	-	-	-	-		-	-	-	-
	M	-	-	-	-	6	-	-	-	-	-	-	-		-	-	-
	N	-	-	-	-	-	11	-	-	-	-	-	-	-		-	-
	O	-	-	-	-	-	-	11	-	-	-	-	-	-	-		-
	P	-	-	-	-	-	-	-	11	-	-	-	-	-	-	-	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A J
1	2	B I
2	1	C L
2	2	D K
3	1	E N
3	2	F M
4	1	G P
4	2	H O

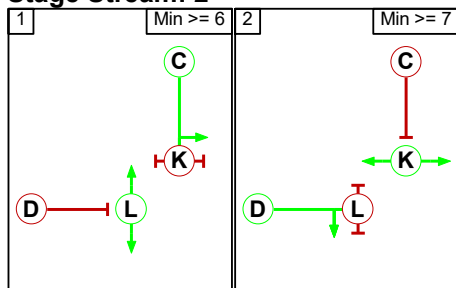
Stage Diagram

Stage Stream: 1

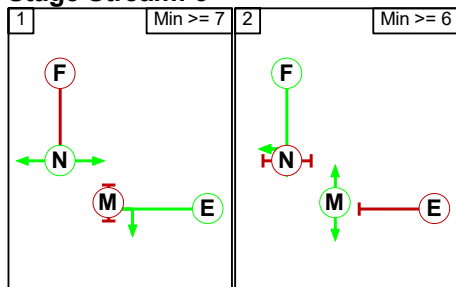


Full Input Data And Results

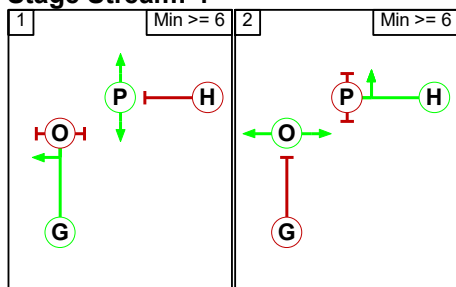
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	6	6
2	1	B	Losing	6	6

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	C	Losing	6	6
2	1	D	Losing	6	6

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	E	Losing	6	6
2	1	F	Losing	6	6

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	6	6
2	1	H	Losing	6	6

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		11
	2	11	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		11
	2	11	

Stage Stream: 3

	To Stage		
From Stage		1	2
	1		11
	2	11	

Stage Stream: 4

	To Stage		
From Stage		1	2
	1		11
	2	11	

Give-Way Lane Input Data

Junction: Rayleigh Weir Rdbt
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Rayleigh Weir Rdbt												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A127 W Offslip)	U	A	2	3	60.0	User	1600	-	-	-	-	-
1/2 (A127 W Offslip)	U	A	2	3	60.0	User	1600	-	-	-	-	-
2/1 (High Road)	U	C	2	3	60.0	User	1500	-	-	-	-	-
2/2 (High Road)	U	C	2	3	60.0	User	1500	-	-	-	-	-
2/3 (High Road)	U	C	2	3	4.0	User	1500	-	-	-	-	-
3/1 (A127 E Offslip)	U	E	2	3	60.0	User	1500	-	-	-	-	-
3/2 (A127 E Offslip)	U	E	2	3	60.0	User	1500	-	-	-	-	-
4/1 (Rayleigh Road)	U	G	2	3	60.0	User	1700	-	-	-	-	-
4/2 (Rayleigh Road)	U	G	2	3	60.0	User	1500	-	-	-	-	-
4/3 (Rayleigh Road)	U	G	2	3	7.0	User	1500	-	-	-	-	-
5/1 (A127 W Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (A127 W Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (High Rd X)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (High Rd X)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A127 E Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A127 E Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Rayleigh Rd X)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (Rayleigh Rd X)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

9/1 (Rdbt W)	U	B	2	3	6.0	User	1900	-	-	-	-	-
9/2 (Rdbt W)	U	B	2	3	6.0	User	1900	-	-	-	-	-
9/3 (Rdbt W)	U	B	2	3	6.0	User	1900	-	-	-	-	-
10/1 (Rdbt N)	U	D	2	3	4.0	User	1900	-	-	-	-	-
10/2 (Rdbt N)	U	D	2	3	4.0	User	1900	-	-	-	-	-
10/3 (Rdbt N)	U	D	2	3	4.0	User	1900	-	-	-	-	-
11/1 (Rdbt E)	U	F	2	3	5.0	User	1900	-	-	-	-	-
11/2 (Rdbt E)	U	F	2	3	5.0	User	1900	-	-	-	-	-
11/3 (Rdbt E)	U	F	2	3	5.0	User	1900	-	-	-	-	-
12/1 (Rdbt S)	U	H	2	3	3.0	User	1900	-	-	-	-	-
12/2 (Rdbt S)	U	H	2	3	3.0	User	1900	-	-	-	-	-
12/3 (Rdbt S)	U	H	2	3	3.0	User	1900	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base 2022 AM'	07:45	08:45	01:00	
2: 'Base 2022 PM'	16:45	17:45	01:00	
3: 'Base 2026 AM'	07:45	08:45	01:00	
4: 'Base 2026 PM'	16:45	17:45	01:00	
5: 'Base 2031 AM'	07:45	08:45	01:00	
6: 'Base 2031 PM'	16:45	17:45	01:00	
7: '2026+Dev AM'	07:45	08:45	01:00	
8: '2026+Dev PM'	16:45	17:45	01:00	
9: '2031+Dev AM'	07:45	08:45	01:00	
10: '2031+Dev PM'	16:45	17:45	01:00	

Full Input Data And Results

Scenario 1: 'Base 2022 AM' (FG1: 'Base 2022 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	16	261	75	502	854
	B	489	10	105	519	1123
	C	119	270	66	270	725
	D	467	254	455	4	1180
	Tot.	1091	795	701	1295	3882

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Base 2022 AM
Junction: Rayleigh Weir Rdbt	
1/1	336
1/2	518
2/1	470
2/2 (with short)	653(In) 217(Out)
2/3 (short)	436
3/1	389
3/2	336
4/1	467
4/2 (with short)	713(In) 254(Out)
4/3 (short)	459
5/1	649
5/2	442
6/1	617
6/2	178
7/1	409
7/2	292
8/1	886
8/2	409
9/1	356
9/2	407
9/3	296
10/1	304
10/2	543
10/3	271
11/1	616
11/2	472
11/3	452
12/1	182
12/2	544
12/3	244

Lane Saturation Flows

Junction: Rayleigh Weir Rdbt								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A127 W Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1600	1600
1/2 (A127 W Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1600	1600
2/1 (High Road Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
2/2 (High Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
2/3 (High Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
3/1 (A127 E Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
3/2 (A127 E Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/1 (Rayleigh Road Lane 1)		This lane uses a directly entered Saturation Flow					1700	1700
4/2 (Rayleigh Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/3 (Rayleigh Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
5/1 (A127 W Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
5/2 (A127 W Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
6/1 (High Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
6/2 (High Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
7/1 (A127 E Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
7/2 (A127 E Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
8/1 (Rayleigh Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
8/2 (Rayleigh Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
9/1 (Rdbt W Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
9/2 (Rdbt W Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
9/3 (Rdbt W Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
10/1 (Rdbt N Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
10/2 (Rdbt N Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900

Full Input Data And Results

10/3 (Rdbt N Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Rdbt E Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Rdbt E Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Rdbt E Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Rdbt S Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Rdbt S Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Rdbt S Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Full Input Data And Results

Scenario 2: 'Base 2022 PM' (FG2: 'Base 2022 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	15	411	64	626	1116
	B	315	13	76	589	993
	C	114	385	56	259	814
	D	360	341	336	15	1052
	Tot.	804	1150	532	1489	3975

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Base 2022 PM
Junction: Rayleigh Weir Rdbt	
1/1	475
1/2	641
2/1	388
2/2 (with short)	605(In) 295(Out)
2/3 (short)	310
3/1	373
3/2	441
4/1	360
4/2 (with short)	692(In) 315(Out)
4/3 (short)	377
5/1	493
5/2	311
6/1	833
6/2	317
7/1	219
7/2	313
8/1	864
8/2	625
9/1	422
9/2	396
9/3	328
10/1	143
10/2	606
10/3	363
11/1	605
11/2	644
11/3	324
12/1	133
12/2	418
12/3	347

Lane Saturation Flows

Junction: Rayleigh Weir Rdbt								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A127 W Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1600	1600
1/2 (A127 W Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1600	1600
2/1 (High Road Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
2/2 (High Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
2/3 (High Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
3/1 (A127 E Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
3/2 (A127 E Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/1 (Rayleigh Road Lane 1)		This lane uses a directly entered Saturation Flow					1700	1700
4/2 (Rayleigh Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/3 (Rayleigh Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
5/1 (A127 W Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
5/2 (A127 W Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
6/1 (High Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
6/2 (High Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
7/1 (A127 E Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
7/2 (A127 E Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
8/1 (Rayleigh Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
8/2 (Rayleigh Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
9/1 (Rdbt W Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
9/2 (Rdbt W Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
9/3 (Rdbt W Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
10/1 (Rdbt N Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
10/2 (Rdbt N Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900

Full Input Data And Results

10/3 (Rdbt N Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Rdbt E Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Rdbt E Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Rdbt E Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Rdbt S Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Rdbt S Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Rdbt S Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Full Input Data And Results

Scenario 3: 'Base 2026 AM' (FG3: 'Base 2026 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	16	266	76	511	869
	B	498	10	107	528	1143
	C	121	221	68	275	685
	D	476	259	463	4	1202
	Tot.	1111	756	714	1318	3899

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Base 2026 AM
Junction: Rayleigh Weir Rdbt	
1/1	342
1/2	527
2/1	503
2/2 (with short)	640(In) 370(Out)
2/3 (short)	270
3/1	358
3/2	327
4/1	476
4/2 (with short)	726(In) 258(Out)
4/3 (short)	468
5/1	798
5/2	313
6/1	634
6/2	122
7/1	446
7/2	268
8/1	896
8/2	422
9/1	368
9/2	385
9/3	272
10/1	339
10/2	493
10/3	306
11/1	621
11/2	661
11/3	285
12/1	322
12/2	423
12/3	189

Lane Saturation Flows

Junction: Rayleigh Weir Rdbt								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A127 W Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1600	1600
1/2 (A127 W Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1600	1600
2/1 (High Road Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
2/2 (High Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
2/3 (High Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
3/1 (A127 E Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
3/2 (A127 E Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/1 (Rayleigh Road Lane 1)		This lane uses a directly entered Saturation Flow					1700	1700
4/2 (Rayleigh Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/3 (Rayleigh Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
5/1 (A127 W Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
5/2 (A127 W Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
6/1 (High Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
6/2 (High Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
7/1 (A127 E Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
7/2 (A127 E Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
8/1 (Rayleigh Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
8/2 (Rayleigh Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
9/1 (Rdbt W Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
9/2 (Rdbt W Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
9/3 (Rdbt W Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
10/1 (Rdbt N Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
10/2 (Rdbt N Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900

Full Input Data And Results

10/3 (Rdbt N Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Rdbt E Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Rdbt E Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Rdbt E Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Rdbt S Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Rdbt S Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Rdbt S Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Full Input Data And Results

Scenario 4: 'Base 2026 PM' (FG4: 'Base 2026 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	16	418	65	638	1137
	B	321	13	77	601	1012
	C	116	392	57	264	829
	D	367	348	343	15	1073
	Tot.	820	1171	542	1518	4051

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Base 2026 PM
Junction: Rayleigh Weir Rdbt	
1/1	483
1/2	654
2/1	430
2/2 (with short)	582(In) 353(Out)
2/3 (short)	229
3/1	380
3/2	449
4/1	367
4/2 (with short)	706(In) 327(Out)
4/3 (short)	379
5/1	588
5/2	232
6/1	896
6/2	275
7/1	323
7/2	219
8/1	920
8/2	598
9/1	478
9/2	456
9/3	234
10/1	246
10/2	522
10/3	366
11/1	656
11/2	703
11/3	245
12/1	221
12/2	383
12/3	311

Lane Saturation Flows

Junction: Rayleigh Weir Rdbt								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A127 W Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1600	1600
1/2 (A127 W Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1600	1600
2/1 (High Road Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
2/2 (High Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
2/3 (High Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
3/1 (A127 E Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
3/2 (A127 E Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/1 (Rayleigh Road Lane 1)		This lane uses a directly entered Saturation Flow					1700	1700
4/2 (Rayleigh Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/3 (Rayleigh Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
5/1 (A127 W Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
5/2 (A127 W Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
6/1 (High Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
6/2 (High Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
7/1 (A127 E Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
7/2 (A127 E Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
8/1 (Rayleigh Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
8/2 (Rayleigh Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
9/1 (Rdbt W Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
9/2 (Rdbt W Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
9/3 (Rdbt W Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
10/1 (Rdbt N Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
10/2 (Rdbt N Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900

Full Input Data And Results

10/3 (Rdbt N Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Rdbt E Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Rdbt E Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Rdbt E Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Rdbt S Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Rdbt S Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Rdbt S Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Full Input Data And Results

Scenario 5: 'Base 2031 AM' (FG5: 'Base 2031 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	16	271	77	520	884
	B	506	10	109	538	1163
	C	124	225	69	280	698
	D	484	263	471	4	1222
	Tot.	1130	769	726	1342	3967

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Base 2031 AM
Junction: Rayleigh Weir Rdbt	
1/1	348
1/2	536
2/1	499
2/2 (with short)	664(In) 368(Out)
2/3 (short)	296
3/1	362
3/2	336
4/1	484
4/2 (with short)	738(In) 263(Out)
4/3 (short)	475
5/1	786
5/2	344
6/1	638
6/2	131
7/1	448
7/2	278
8/1	894
8/2	448
9/1	367
9/2	393
9/3	282
10/1	339
10/2	502
10/3	316
11/1	614
11/2	668
11/3	312
12/1	302
12/2	448
12/3	200

Lane Saturation Flows

Junction: Rayleigh Weir Rdbt								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A127 W Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1600	1600
1/2 (A127 W Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1600	1600
2/1 (High Road Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
2/2 (High Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
2/3 (High Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
3/1 (A127 E Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
3/2 (A127 E Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/1 (Rayleigh Road Lane 1)		This lane uses a directly entered Saturation Flow					1700	1700
4/2 (Rayleigh Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/3 (Rayleigh Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
5/1 (A127 W Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
5/2 (A127 W Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
6/1 (High Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
6/2 (High Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
7/1 (A127 E Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
7/2 (A127 E Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
8/1 (Rayleigh Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
8/2 (Rayleigh Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
9/1 (Rdbt W Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
9/2 (Rdbt W Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
9/3 (Rdbt W Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
10/1 (Rdbt N Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
10/2 (Rdbt N Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900

Full Input Data And Results

10/3 (Rdbt N Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Rdbt E Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Rdbt E Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Rdbt E Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Rdbt S Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Rdbt S Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Rdbt S Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Full Input Data And Results

Scenario 6: 'Base 2031 PM' (FG6: 'Base 2031 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	16	426	67	650	1159
	B	327	13	79	612	1031
	C	119	399	59	269	846
	D	373	354	349	16	1092
	Tot.	835	1192	554	1547	4128

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Base 2031 PM
Junction: Rayleigh Weir Rdbt	
1/1	493
1/2	666
2/1	446
2/2 (with short)	585(In) 246(Out)
2/3 (short)	339
3/1	388
3/2	458
4/1	373
4/2 (with short)	719(In) 326(Out)
4/3 (short)	393
5/1	508
5/2	327
6/1	836
6/2	356
7/1	239
7/2	315
8/1	909
8/2	638
9/1	410
9/2	449
9/3	331
10/1	160
10/2	588
10/3	409
11/1	640
11/2	654
11/3	340
12/1	135
12/2	411
12/3	387

Lane Saturation Flows

Junction: Rayleigh Weir Rdbt								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A127 W Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1600	1600
1/2 (A127 W Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1600	1600
2/1 (High Road Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
2/2 (High Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
2/3 (High Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
3/1 (A127 E Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
3/2 (A127 E Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/1 (Rayleigh Road Lane 1)		This lane uses a directly entered Saturation Flow					1700	1700
4/2 (Rayleigh Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/3 (Rayleigh Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
5/1 (A127 W Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
5/2 (A127 W Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
6/1 (High Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
6/2 (High Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
7/1 (A127 E Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
7/2 (A127 E Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
8/1 (Rayleigh Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
8/2 (Rayleigh Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
9/1 (Rdbt W Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
9/2 (Rdbt W Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
9/3 (Rdbt W Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
10/1 (Rdbt N Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
10/2 (Rdbt N Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900

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10/3 (Rdbt N Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Rdbt E Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Rdbt E Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Rdbt E Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Rdbt S Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Rdbt S Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Rdbt S Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Full Input Data And Results
Scenario 7: '2026+Dev AM' (FG7: '2026+Dev AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	16	266	76	543	901
	B	498	10	107	531	1146
	C	131	222	71	293	717
	D	523	263	490	4	1280
	Tot.	1168	761	744	1371	4044

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026+Dev AM
Junction: Rayleigh Weir Rdbt	
1/1	342
1/2	559
2/1	511
2/2 (with short)	635(In) 380(Out)
2/3 (short)	255
3/1	372
3/2	345
4/1	523
4/2 (with short)	757(In) 260(Out)
4/3 (short)	497
5/1	855
5/2	313
6/1	652
6/2	109
7/1	478
7/2	266
8/1	941
8/2	430
9/1	386
9/2	404
9/3	270
10/1	371
10/2	510
10/3	319
11/1	648
11/2	683
11/3	271
12/1	332
12/2	439
12/3	177

Lane Saturation Flows

Junction: Rayleigh Weir Rdbt								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A127 W Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1600	1600
1/2 (A127 W Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1600	1600
2/1 (High Road Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
2/2 (High Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
2/3 (High Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
3/1 (A127 E Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
3/2 (A127 E Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/1 (Rayleigh Road Lane 1)		This lane uses a directly entered Saturation Flow					1700	1700
4/2 (Rayleigh Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/3 (Rayleigh Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
5/1 (A127 W Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
5/2 (A127 W Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
6/1 (High Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
6/2 (High Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
7/1 (A127 E Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
7/2 (A127 E Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
8/1 (Rayleigh Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
8/2 (Rayleigh Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
9/1 (Rdbt W Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
9/2 (Rdbt W Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
9/3 (Rdbt W Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
10/1 (Rdbt N Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
10/2 (Rdbt N Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900

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10/3 (Rdbt N Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Rdbt E Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Rdbt E Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Rdbt E Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Rdbt S Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Rdbt S Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Rdbt S Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Full Input Data And Results
Scenario 8: '2026+Dev PM' (FG8: '2026+Dev PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	16	418	65	692	1191
	B	321	13	77	606	1017
	C	122	393	60	293	868
	D	394	351	358	15	1118
	Tot.	853	1175	560	1606	4194

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026+Dev PM
Junction: Rayleigh Weir Rdbt	
1/1	483
1/2	708
2/1	403
2/2 (with short)	614(In) 301(Out)
2/3 (short)	313
3/1	415
3/2	453
4/1	394
4/2 (with short)	724(In) 276(Out)
4/3 (short)	448
5/1	547
5/2	306
6/1	830
6/2	345
7/1	193
7/2	367
8/1	897
8/2	709
9/1	412
9/2	396
9/3	382
10/1	116
10/2	645
10/3	445
11/1	604
11/2	740
11/3	319
12/1	153
12/2	442
12/3	330

Full Input Data And Results

Lane Saturation Flows

Junction: Rayleigh Weir Rdbt								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A127 W Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
1/2 (A127 W Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1600	1600
2/1 (High Road Lane 1)	This lane uses a directly entered Saturation Flow						1500	1500
2/2 (High Road Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
2/3 (High Road Lane 3)	This lane uses a directly entered Saturation Flow						1500	1500
3/1 (A127 E Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1500	1500
3/2 (A127 E Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
4/1 (Rayleigh Road Lane 1)	This lane uses a directly entered Saturation Flow						1700	1700
4/2 (Rayleigh Road Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
4/3 (Rayleigh Road Lane 3)	This lane uses a directly entered Saturation Flow						1500	1500
5/1 (A127 W Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A127 W Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (High Rd X Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (High Rd X Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A127 E Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A127 E Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Rayleigh Rd X Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Rayleigh Rd X Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Rdbt W Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Rdbt W Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Rdbt W Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Rdbt N Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Rdbt N Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

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10/3 (Rdbt N Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Rdbt E Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Rdbt E Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Rdbt E Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Rdbt S Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Rdbt S Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Rdbt S Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Full Input Data And Results
Scenario 9: '2031 + Dev AM' (FG9: '2031+Dev AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	16	271	77	552	916
	B	506	10	109	541	1166
	C	133	226	73	297	729
	D	531	268	498	4	1301
	Tot.	1186	775	757	1394	4112

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2031 + Dev AM
Junction: Rayleigh Weir Rdbt	
1/1	348
1/2	568
2/1	482
2/2 (with short)	684(In) 349(Out)
2/3 (short)	335
3/1	430
3/2	299
4/1	531
4/2 (with short)	770(In) 268(Out)
4/3 (short)	502
5/1	855
5/2	331
6/1	604
6/2	171
7/1	434
7/2	323
8/1	892
8/2	502
9/1	333
9/2	419
9/3	327
10/1	325
10/2	545
10/3	350
11/1	595
11/2	693
11/3	341
12/1	324
12/2	396
12/3	244

Lane Saturation Flows

Junction: Rayleigh Weir Rdbt								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A127 W Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1600	1600
1/2 (A127 W Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1600	1600
2/1 (High Road Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
2/2 (High Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
2/3 (High Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
3/1 (A127 E Offslip Lane 1)		This lane uses a directly entered Saturation Flow					1500	1500
3/2 (A127 E Offslip Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/1 (Rayleigh Road Lane 1)		This lane uses a directly entered Saturation Flow					1700	1700
4/2 (Rayleigh Road Lane 2)		This lane uses a directly entered Saturation Flow					1500	1500
4/3 (Rayleigh Road Lane 3)		This lane uses a directly entered Saturation Flow					1500	1500
5/1 (A127 W Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
5/2 (A127 W Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
6/1 (High Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
6/2 (High Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
7/1 (A127 E Onslip Lane 1)		Infinite Saturation Flow					Inf	Inf
7/2 (A127 E Onslip Lane 2)		Infinite Saturation Flow					Inf	Inf
8/1 (Rayleigh Rd X Lane 1)		Infinite Saturation Flow					Inf	Inf
8/2 (Rayleigh Rd X Lane 2)		Infinite Saturation Flow					Inf	Inf
9/1 (Rdbt W Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
9/2 (Rdbt W Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
9/3 (Rdbt W Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
10/1 (Rdbt N Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
10/2 (Rdbt N Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900

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10/3 (Rdbt N Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Rdbt E Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Rdbt E Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Rdbt E Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Rdbt S Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Rdbt S Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Rdbt S Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Full Input Data And Results
Scenario 10: '2031+ Dev PM' (FG10: '2031+Dev PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	16	426	67	704	1213
	B	327	13	79	617	1036
	C	124	400	61	298	883
	D	400	357	364	16	1137
	Tot.	867	1196	571	1635	4269

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2031+ Dev PM
Junction: Rayleigh Weir Rdbt	
1/1	493
1/2	720
2/1	448
2/2 (with short)	588(In) 248(Out)
2/3 (short)	340
3/1	422
3/2	461
4/1	400
4/2 (with short)	737(In) 308(Out)
4/3 (short)	429
5/1	524
5/2	343
6/1	851
6/2	345
7/1	230
7/2	341
8/1	951
8/2	684
9/1	425
9/2	429
9/3	357
10/1	151
10/2	625
10/3	452
11/1	653
11/2	684
11/3	356
12/1	124
12/2	460
12/3	357

Full Input Data And Results

Lane Saturation Flows

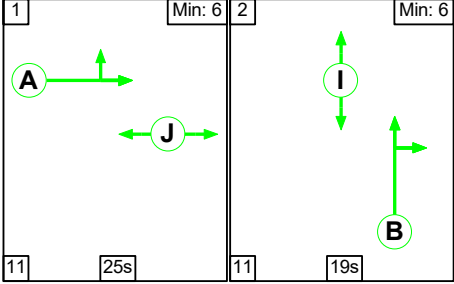
Junction: Rayleigh Weir Rdbt								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A127 W Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
1/2 (A127 W Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1600	1600
2/1 (High Road Lane 1)	This lane uses a directly entered Saturation Flow						1500	1500
2/2 (High Road Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
2/3 (High Road Lane 3)	This lane uses a directly entered Saturation Flow						1500	1500
3/1 (A127 E Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1500	1500
3/2 (A127 E Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
4/1 (Rayleigh Road Lane 1)	This lane uses a directly entered Saturation Flow						1700	1700
4/2 (Rayleigh Road Lane 2)	This lane uses a directly entered Saturation Flow						1500	1500
4/3 (Rayleigh Road Lane 3)	This lane uses a directly entered Saturation Flow						1500	1500
5/1 (A127 W Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A127 W Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (High Rd X Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (High Rd X Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A127 E Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A127 E Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Rayleigh Rd X Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Rayleigh Rd X Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Rdbt W Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Rdbt W Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Rdbt W Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Rdbt N Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Rdbt N Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

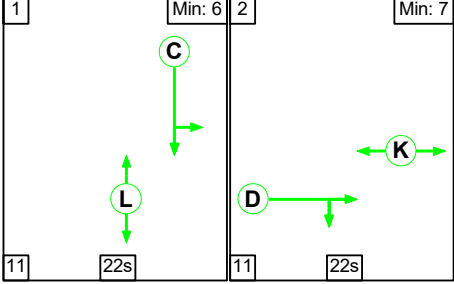
10/3 (Rdbt N Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Rdbt E Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Rdbt E Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Rdbt E Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Rdbt S Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Rdbt S Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Rdbt S Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Stage Sequence Diagram

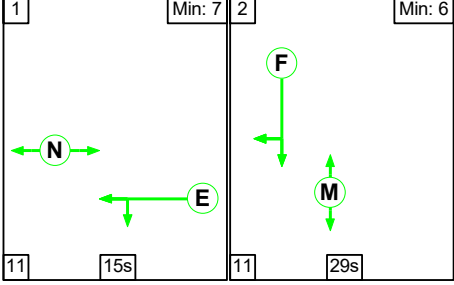
Stage Stream: 1



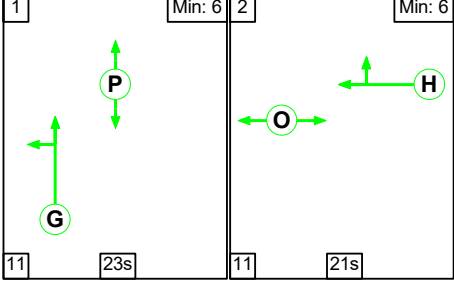
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	19
Change Point	6	42

Stage Stream: 2

Stage	1	2
Duration	22	22
Change Point	3	36

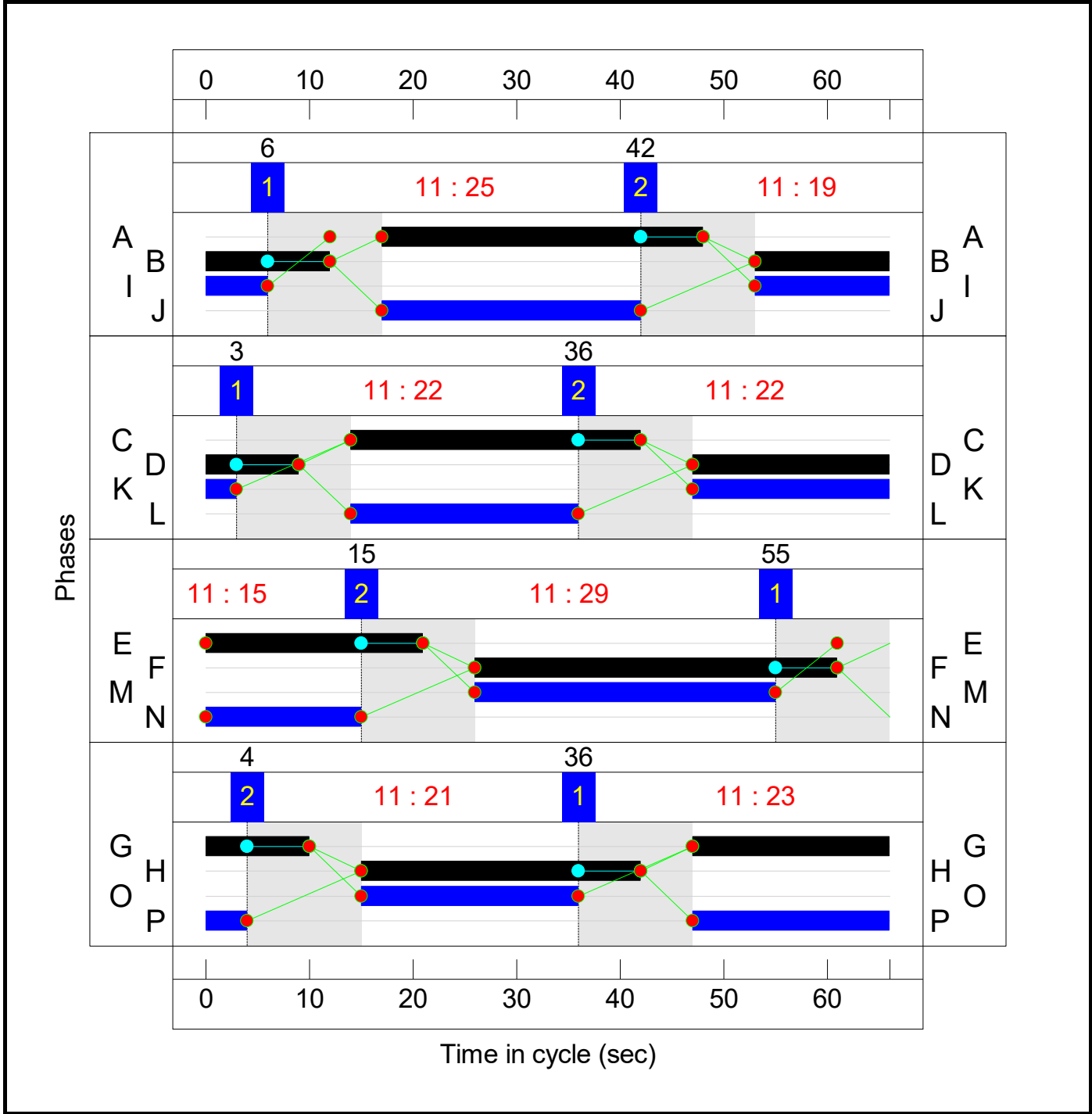
Full Input Data And Results
Stage Stream: 3

Stage	1	2
Duration	15	29
Change Point	55	15

Stage Stream: 4

Stage	1	2
Duration	23	21
Change Point	36	4

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
Rayleigh Weir Rdbt	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
1/1	A127 W Offslip Left Ahead	U	1	N/A	A		1	31	-	336	1600	776	43.3%
1/2	A127 W Offslip Ahead	U	1	N/A	A		1	31	-	518	1600	776	66.8%
2/1	High Road Left Ahead	U	2	N/A	C		1	28	-	470	1500	659	71.3%
2/2+2/3	High Road Ahead	U	2	N/A	C		1	28	-	653	1500:1500	252+507	86.1 : 86.1%
3/1	A127 E Offslip Left Ahead	U	3	N/A	E		1	21	-	389	1500	500	77.8%
3/2	A127 E Offslip Ahead	U	3	N/A	E		1	21	-	336	1500	500	67.2%
4/1	Rayleigh Road Left	U	4	N/A	G		1	29	-	467	1700	773	60.4%
4/2+4/3	Rayleigh Road Ahead	U	4	N/A	G		1	29	-	713	1500:1500	317+572	80.2 : 80.2%
5/1	A127 W Onslip	U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%
5/2	A127 W Onslip	U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
6/1	High Rd X	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
6/2	High Rd X	U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%
7/1	A127 E Onslip	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
7/2	A127 E Onslip	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
8/1	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	886	Inf	Inf	0.0%
8/2	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
9/1	Rdbt W Ahead	U	1	N/A	B		1	25	-	356	1900	748	47.6%
9/2	Rdbt W Ahead Right	U	1	N/A	B		1	25	-	407	1900	748	54.4%
9/3	Rdbt W Right	U	1	N/A	B		1	25	-	296	1900	748	39.5%

Full Input Data And Results

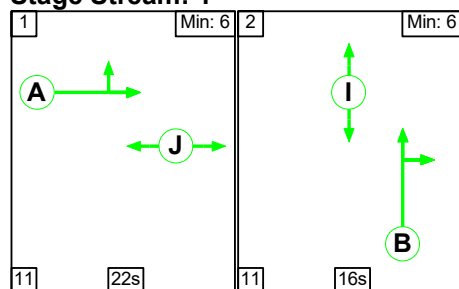
10/1	Rdbt N Ahead	U	2	N/A	D		1	28	-	304	1900	835	36.4%
10/2	Rdbt N Ahead Right	U	2	N/A	D		1	28	-	543	1900	835	65.0%
10/3	Rdbt N Right	U	2	N/A	D		1	28	-	271	1900	835	32.5%
11/1	Rdbt E Ahead	U	3	N/A	F		1	35	-	616	1900	1036	59.4%
11/2	Rdbt E Ahead Right	U	3	N/A	F		1	35	-	472	1900	1036	45.5%
11/3	Rdbt E Right	U	3	N/A	F		1	35	-	452	1900	1036	43.6%
12/1	Rdbt S Ahead	U	4	N/A	H		1	27	-	182	1900	806	22.6%
12/2	Rdbt S Ahead Right	U	4	N/A	H		1	27	-	544	1900	806	67.5%
12/3	Rdbt S Right	U	4	N/A	H		1	27	-	244	1900	806	30.3%

Full Input Data And Results

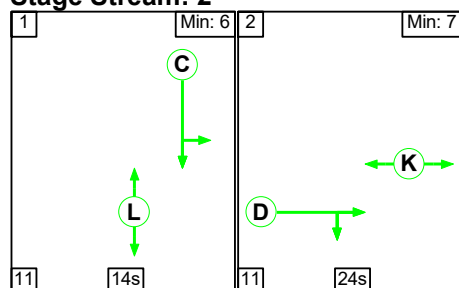
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	26.3	16.7	0.0	43.1	-	-	-	-
Rayleigh Weir Rdbt	-	-	0	0	0	26.3	16.7	0.0	43.1	-	-	-	-
1/1	336	336	-	-	-	1.0	0.4	-	1.4	15.2	4.0	0.4	4.4
1/2	518	518	-	-	-	1.9	1.0	-	2.9	19.9	7.2	1.0	8.2
2/1	470	470	-	-	-	2.0	1.2	-	3.2	24.5	6.9	1.2	8.1
2/2+2/3	653	653	-	-	-	2.7	2.9	-	5.6	31.0	8.3	2.9	11.3
3/1	389	389	-	-	-	2.1	1.7	-	3.8	35.5	6.4	1.7	8.1
3/2	336	336	-	-	-	1.8	1.0	-	2.8	29.7	5.2	1.0	6.2
4/1	467	467	-	-	-	1.8	0.8	-	2.5	19.4	6.4	0.8	7.1
4/2+4/3	713	713	-	-	-	2.6	2.0	-	4.6	23.3	6.5	2.0	8.5
5/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	886	886	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	356	356	-	-	-	1.1	0.5	-	1.5	15.3	5.3	0.5	5.7
9/2	407	407	-	-	-	1.9	0.6	-	2.5	21.7	5.6	0.6	6.2
9/3	296	296	-	-	-	0.6	0.3	-	1.0	11.7	1.9	0.3	2.2
10/1	304	304	-	-	-	0.6	0.3	-	0.9	11.0	1.9	0.3	2.2
10/2	543	543	-	-	-	1.5	0.9	-	2.4	16.2	5.2	0.9	6.1
10/3	271	271	-	-	-	1.2	0.2	-	1.4	19.1	4.9	0.2	5.1
11/1	616	616	-	-	-	0.7	0.7	-	1.4	8.4	6.1	0.7	6.8

Stage Sequence Diagram

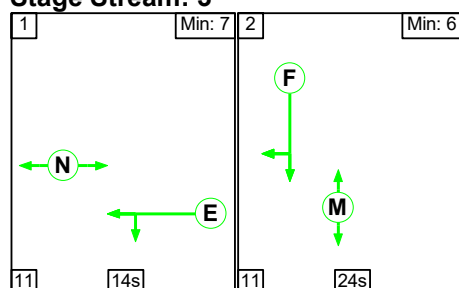
Stage Stream: 1



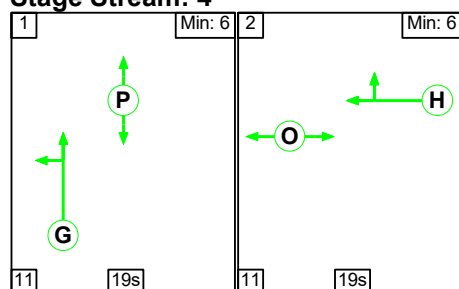
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	16
Change Point	43	16

Stage Stream: 2

Stage	1	2
Duration	14	24
Change Point	16	41

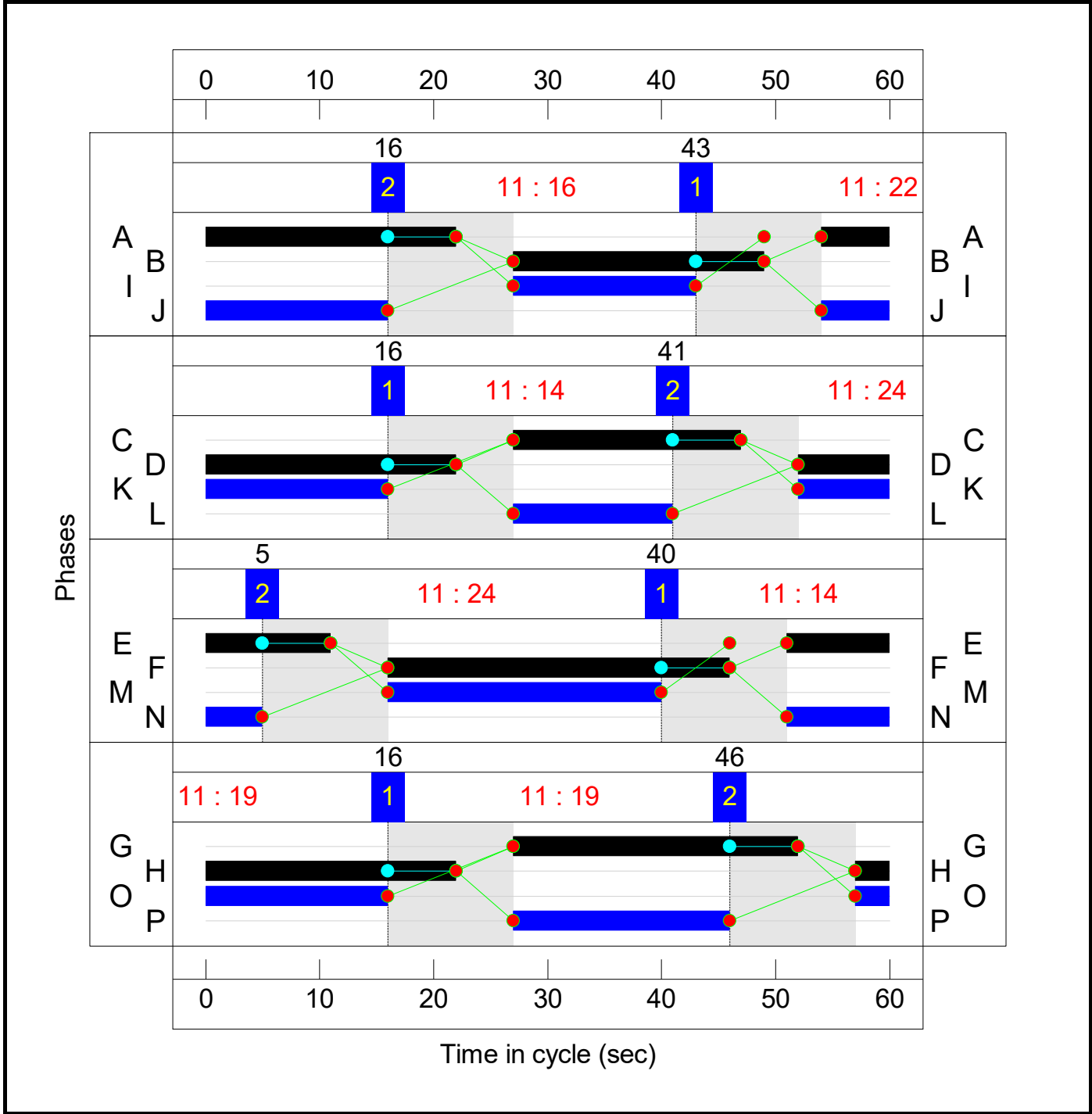
Full Input Data And Results
Stage Stream: 3

Stage	1	2
Duration	14	24
Change Point	40	5

Stage Stream: 4

Stage	1	2
Duration	19	19
Change Point	16	46

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.0%
Rayleigh Weir Rdbt	-	-	N/A	-	-		-	-	-	-	-	-	84.0%
1/1	A127 W Offslip Left Ahead	U	1	N/A	A		1	28	-	475	1600	773	61.4%
1/2	A127 W Offslip Ahead	U	1	N/A	A		1	28	-	641	1600	773	82.9%
2/1	High Road Left Ahead	U	2	N/A	C		1	20	-	388	1500	525	73.9%
2/2+2/3	High Road Ahead	U	2	N/A	C		1	20	-	605	1500:1500	362+381	81.4 : 81.4%
3/1	A127 E Offslip Left Ahead	U	3	N/A	E		1	20	-	373	1500	525	71.0%
3/2	A127 E Offslip Ahead	U	3	N/A	E		1	20	-	441	1500	525	84.0%
4/1	Rayleigh Road Left	U	4	N/A	G		1	25	-	360	1700	737	48.9%
4/2+4/3	Rayleigh Road Ahead	U	4	N/A	G		1	25	-	692	1500:1500	453+543	69.5 : 69.5%
5/1	A127 W Onslip	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
5/2	A127 W Onslip	U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
6/1	High Rd X	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
6/2	High Rd X	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
7/1	A127 E Onslip	U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
7/2	A127 E Onslip	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
8/1	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	864	Inf	Inf	0.0%
8/2	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
9/1	Rdbt W Ahead	U	1	N/A	B		1	22	-	422	1900	728	57.9%
9/2	Rdbt W Ahead Right	U	1	N/A	B		1	22	-	396	1900	728	54.4%
9/3	Rdbt W Right	U	1	N/A	B		1	22	-	328	1900	728	45.0%

Full Input Data And Results

10/1	Rdbt N Ahead	U	2	N/A	D		1	30	-	143	1900	982	14.6%
10/2	Rdbt N Ahead Right	U	2	N/A	D		1	30	-	606	1900	982	61.7%
10/3	Rdbt N Right	U	2	N/A	D		1	30	-	363	1900	982	37.0%
11/1	Rdbt E Ahead	U	3	N/A	F		1	30	-	605	1900	982	61.6%
11/2	Rdbt E Ahead Right	U	3	N/A	F		1	30	-	644	1900	982	65.6%
11/3	Rdbt E Right	U	3	N/A	F		1	30	-	324	1900	982	33.0%
12/1	Rdbt S Ahead	U	4	N/A	H		1	25	-	133	1900	823	16.2%
12/2	Rdbt S Ahead Right	U	4	N/A	H		1	25	-	418	1900	823	50.8%
12/3	Rdbt S Right	U	4	N/A	H		1	25	-	347	1900	823	42.1%

Full Input Data And Results

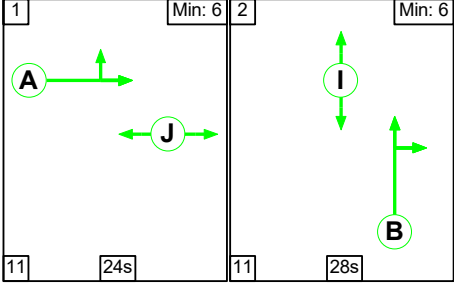
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	25.5	17.8	0.0	43.3	-	-	-	-
Rayleigh Weir Rdbt	-	-	0	0	0	25.5	17.8	0.0	43.3	-	-	-	-
1/1	475	475	-	-	-	1.5	0.8	-	2.3	17.4	5.8	0.8	6.6
1/2	641	641	-	-	-	2.4	2.3	-	4.7	26.5	9.1	2.3	11.4
2/1	388	388	-	-	-	1.8	1.4	-	3.2	30.0	5.6	1.4	7.0
2/2+2/3	605	605	-	-	-	2.7	2.1	-	4.8	28.6	4.7	2.1	6.8
3/1	373	373	-	-	-	1.7	1.2	-	3.0	28.5	5.3	1.2	6.5
3/2	441	441	-	-	-	2.2	2.5	-	4.7	38.2	6.7	2.5	9.2
4/1	360	360	-	-	-	1.2	0.5	-	1.7	17.0	4.3	0.5	4.8
4/2+4/3	692	692	-	-	-	2.4	1.1	-	3.5	18.4	4.7	1.1	5.8
5/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	422	422	-	-	-	0.9	0.7	-	1.6	13.7	2.6	0.7	3.3
9/2	396	396	-	-	-	1.7	0.6	-	2.3	20.9	5.6	0.6	6.2
9/3	328	328	-	-	-	0.7	0.4	-	1.1	11.6	1.6	0.4	2.1
10/1	143	143	-	-	-	0.3	0.1	-	0.4	8.9	1.4	0.1	1.5
10/2	606	606	-	-	-	1.7	0.8	-	2.5	14.9	6.6	0.8	7.4
10/3	363	363	-	-	-	0.3	0.3	-	0.6	6.3	0.9	0.3	1.2
11/1	605	605	-	-	-	0.9	0.8	-	1.7	10.4	5.1	0.8	5.9

Full Input Data And Results

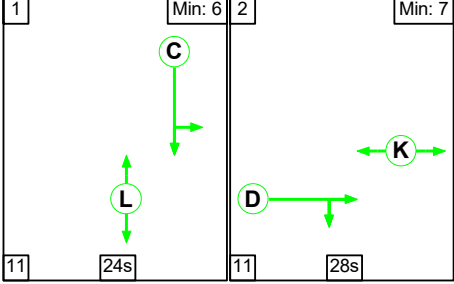
11/2	644	644	-	-	-	1.0	0.9	-	2.0	11.1	6.1	0.9	7.0
11/3	324	324	-	-	-	0.3	0.2	-	0.6	6.5	0.9	0.2	1.1
12/1	133	133	-	-	-	0.1	0.1	-	0.2	4.6	0.3	0.1	0.4
12/2	418	418	-	-	-	1.5	0.5	-	2.0	17.4	5.6	0.5	6.1
12/3	347	347	-	-	-	0.0	0.4	-	0.4	3.9	0.2	0.4	0.5
			C1	Stream: 1 PRC for Signalled Lanes (%):		8.6	Total Delay for Signalled Lanes (pcuHr):		11.98	Cycle Time (s):		60	
			C1	Stream: 2 PRC for Signalled Lanes (%):		10.6	Total Delay for Signalled Lanes (pcuHr):		11.52	Cycle Time (s):		60	
			C1	Stream: 3 PRC for Signalled Lanes (%):		7.1	Total Delay for Signalled Lanes (pcuHr):		11.96	Cycle Time (s):		60	
			C1	Stream: 4 PRC for Signalled Lanes (%):		29.5	Total Delay for Signalled Lanes (pcuHr):		7.81	Cycle Time (s):		60	
				PRC Over All Lanes (%):		7.1	Total Delay Over All Lanes(pcuHr):		43.27				

Stage Sequence Diagram

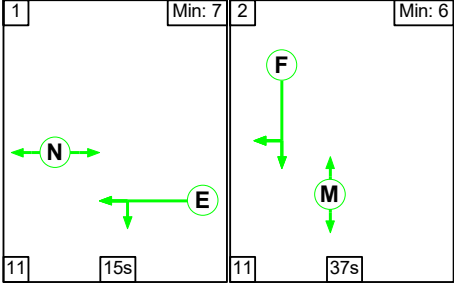
Stage Stream: 1



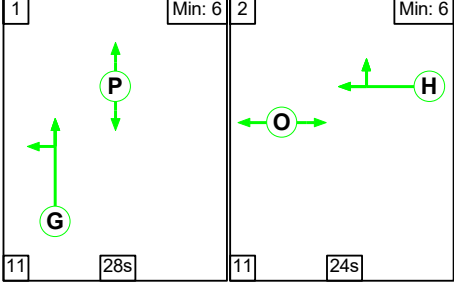
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	24	28
Change Point	13	48

Stage Stream: 2

Stage	1	2
Duration	24	28
Change Point	67	28

Full Input Data And Results

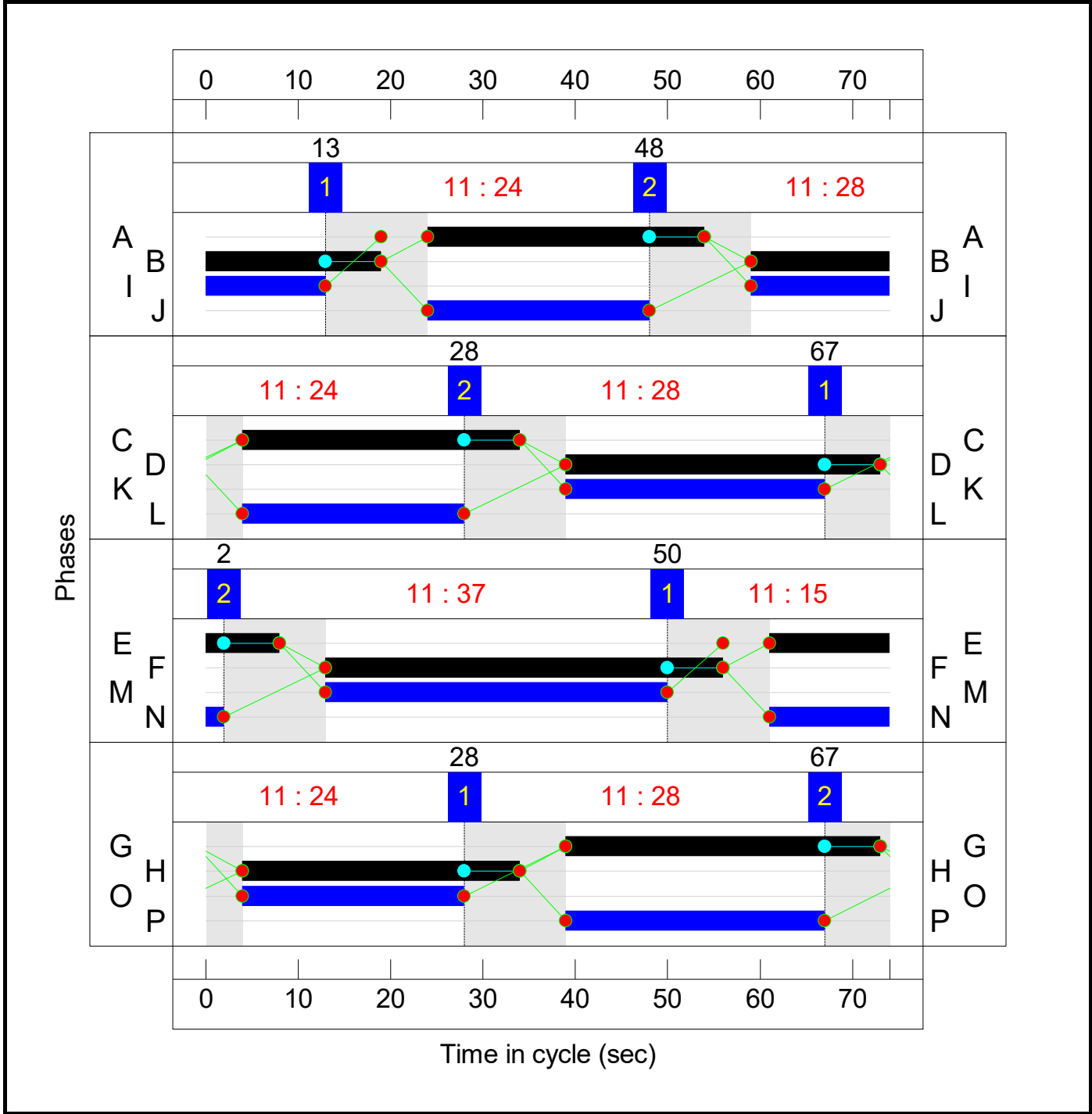
Stage Stream: 3

Stage	1	2
Duration	15	37
Change Point	50	2

Stage Stream: 4

Stage	1	2
Duration	28	24
Change Point	28	67

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.0%
Rayleigh Weir Rdbt	-	-	N/A	-	-		-	-	-	-	-	-	84.0%
1/1	A127 W Offslip Left Ahead	U	1	N/A	A		1	30	-	342	1600	670	51.0%
1/2	A127 W Offslip Ahead	U	1	N/A	A		1	30	-	527	1600	670	78.6%
2/1	High Road Left Ahead	U	2	N/A	C		1	30	-	503	1500	628	80.0%
2/2+2/3	High Road Ahead	U	2	N/A	C		1	30	-	640	1500:1500	441+322	84.0 : 84.0%
3/1	A127 E Offslip Left Ahead	U	3	N/A	E		1	21	-	358	1500	446	80.3%
3/2	A127 E Offslip Ahead	U	3	N/A	E		1	21	-	327	1500	446	73.3%
4/1	Rayleigh Road Left	U	4	N/A	G		1	34	-	476	1700	804	59.2%
4/2+4/3	Rayleigh Road Ahead	U	4	N/A	G		1	34	-	726	1500:1500	317+576	81.3 : 81.3%
5/1	A127 W Onslip	U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
5/2	A127 W Onslip	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
6/1	High Rd X	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
6/2	High Rd X	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
7/1	A127 E Onslip	U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%
7/2	A127 E Onslip	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
8/1	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
8/2	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
9/1	Rdbt W Ahead	U	1	N/A	B		1	34	-	368	1900	899	41.0%
9/2	Rdbt W Ahead Right	U	1	N/A	B		1	34	-	385	1900	899	42.8%
9/3	Rdbt W Right	U	1	N/A	B		1	34	-	272	1900	899	30.3%

Full Input Data And Results

10/1	Rdbt N Ahead	U	2	N/A	D		1	34	-	339	1900	899	37.7%
10/2	Rdbt N Ahead Right	U	2	N/A	D		1	34	-	493	1900	899	54.9%
10/3	Rdbt N Right	U	2	N/A	D		1	34	-	306	1900	899	34.1%
11/1	Rdbt E Ahead	U	3	N/A	F		1	43	-	621	1900	1130	55.0%
11/2	Rdbt E Ahead Right	U	3	N/A	F		1	43	-	661	1900	1130	58.5%
11/3	Rdbt E Right	U	3	N/A	F		1	43	-	285	1900	1130	25.2%
12/1	Rdbt S Ahead	U	4	N/A	H		1	30	-	322	1900	796	40.5%
12/2	Rdbt S Ahead Right	U	4	N/A	H		1	30	-	423	1900	796	53.1%
12/3	Rdbt S Right	U	4	N/A	H		1	30	-	189	1900	796	23.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	26.0	17.6	0.0	43.6	-	-	-	-
Rayleigh Weir Rdbt	-	-	0	0	0	26.0	17.6	0.0	43.6	-	-	-	-
1/1	342	342	-	-	-	1.5	0.5	-	2.0	21.4	5.1	0.5	5.6
1/2	527	527	-	-	-	2.7	1.8	-	4.5	30.9	9.4	1.8	11.2
2/1	503	503	-	-	-	2.6	1.9	-	4.6	32.7	8.9	1.9	10.9
2/2+2/3	640	640	-	-	-	3.0	2.5	-	5.5	31.1	8.3	2.5	10.8
3/1	358	358	-	-	-	2.4	1.9	-	4.3	43.6	6.8	1.9	8.7
3/2	327	327	-	-	-	2.1	1.3	-	3.5	38.2	6.0	1.3	7.3
4/1	476	476	-	-	-	1.9	0.7	-	2.6	19.7	7.1	0.7	7.9
4/2+4/3	726	726	-	-	-	2.8	2.1	-	5.0	24.6	8.0	2.1	10.1
5/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	368	368	-	-	-	0.8	0.3	-	1.1	11.2	4.6	0.3	4.9
9/2	385	385	-	-	-	0.6	0.4	-	1.0	9.4	4.8	0.4	5.1
9/3	272	272	-	-	-	0.4	0.2	-	0.6	7.9	3.3	0.2	3.6
10/1	339	339	-	-	-	0.6	0.3	-	0.9	9.7	2.2	0.3	2.5
10/2	493	493	-	-	-	1.0	0.6	-	1.6	12.0	5.5	0.6	6.1
10/3	306	306	-	-	-	0.2	0.3	-	0.5	5.9	3.9	0.3	4.2
11/1	621	621	-	-	-	0.5	0.6	-	1.2	6.7	4.9	0.6	5.5

Full Input Data And Results

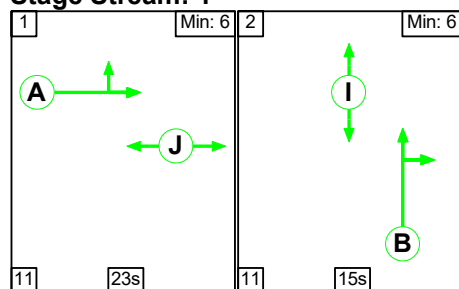
11/2	661	661	-	-	-	0.7	0.7	-	1.4	7.6	6.1	0.7	6.8
11/3	285	285	-	-	-	0.1	0.2	-	0.3	3.3	2.7	0.2	2.9
12/1	322	322	-	-	-	0.6	0.3	-	1.0	10.9	2.4	0.3	2.7
12/2	423	423	-	-	-	0.9	0.6	-	1.5	12.8	4.1	0.6	4.6
12/3	189	189	-	-	-	0.3	0.2	-	0.5	8.7	3.4	0.2	3.6
C1 Stream: 1 PRC for Signalled Lanes (%):					14.5	Total Delay for Signalled Lanes (pcuHr):			9.30	Cycle Time (s):	74		
C1 Stream: 2 PRC for Signalled Lanes (%):					7.2	Total Delay for Signalled Lanes (pcuHr):			13.15	Cycle Time (s):	74		
C1 Stream: 3 PRC for Signalled Lanes (%):					12.1	Total Delay for Signalled Lanes (pcuHr):			10.61	Cycle Time (s):	74		
C1 Stream: 4 PRC for Signalled Lanes (%):					10.7	Total Delay for Signalled Lanes (pcuHr):			10.50	Cycle Time (s):	74		
PRC Over All Lanes (%):					7.2	Total Delay Over All Lanes(pcuHr):			43.57				

Full Input Data And Results

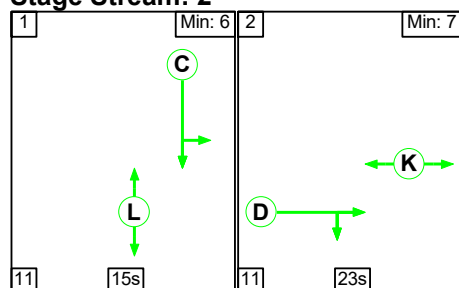
Scenario 4: 'Base 2026 PM' (FG4: 'Base 2026 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

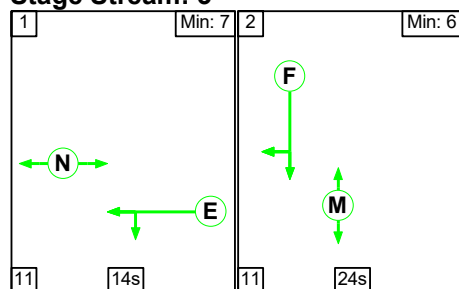
Stage Stream: 1



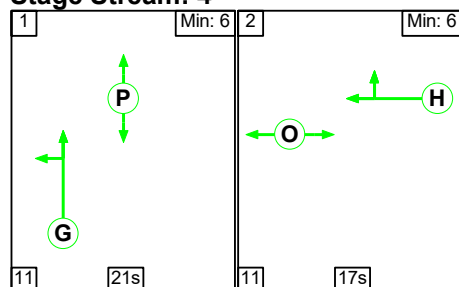
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	15
Change Point	43	17

Stage Stream: 2

Stage	1	2
Duration	15	23
Change Point	19	45

Full Input Data And Results

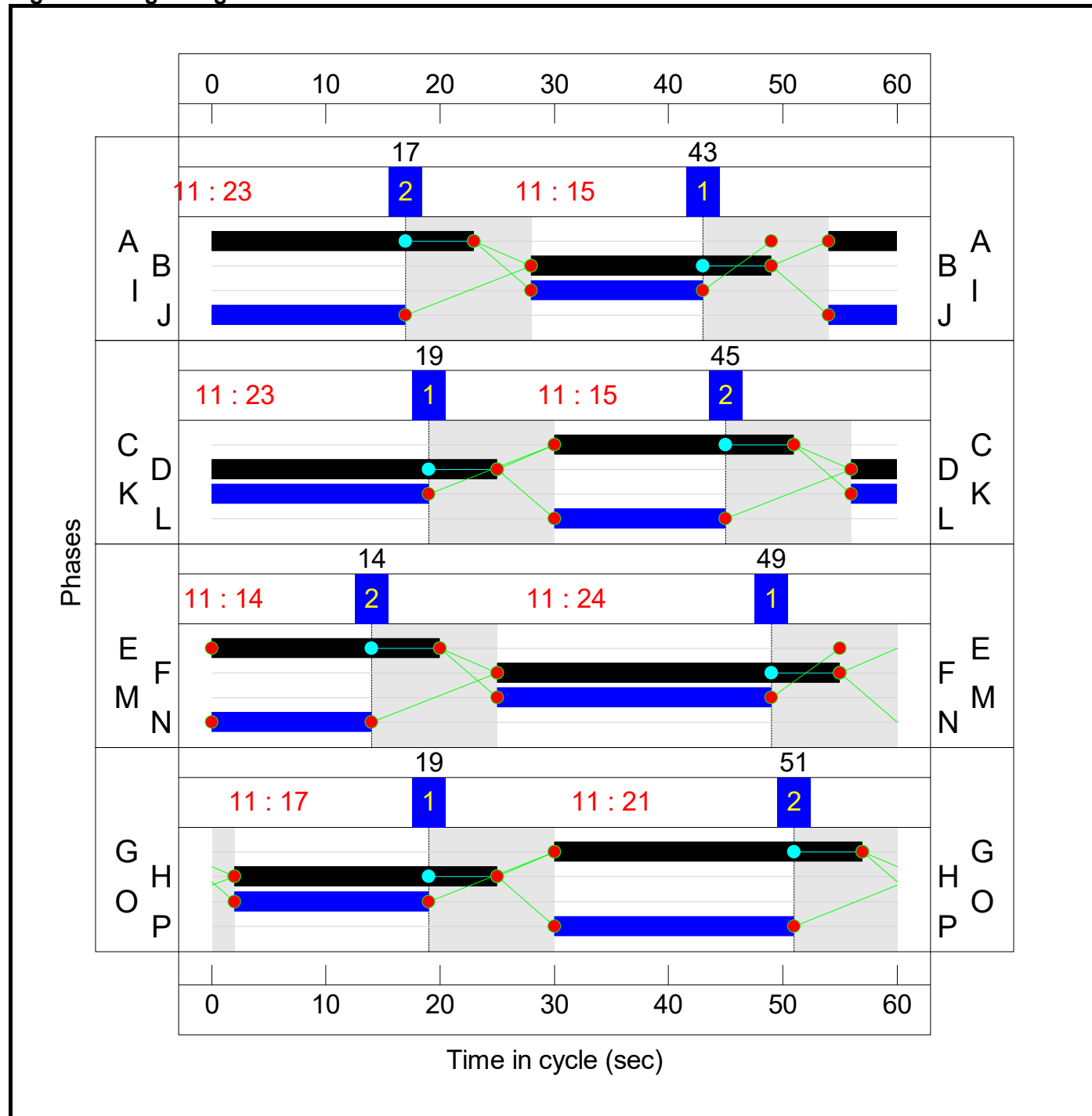
Stage Stream: 3

Stage	1	2
Duration	14	24
Change Point	49	14

Stage Stream: 4

Stage	1	2
Duration	21	17
Change Point	19	51

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.5%
Rayleigh Weir Rdbt	-	-	N/A	-	-		-	-	-	-	-	-	85.5%
1/1	A127 W Offslip Left Ahead	U	1	N/A	A		1	29	-	483	1600	800	60.4%
1/2	A127 W Offslip Ahead	U	1	N/A	A		1	29	-	654	1600	800	81.8%
2/1	High Road Left Ahead	U	2	N/A	C		1	21	-	430	1500	550	78.2%
2/2+2/3	High Road Ahead	U	2	N/A	C		1	21	-	582	1500:1500	422+274	83.7 : 83.7%
3/1	A127 E Offslip Left Ahead	U	3	N/A	E		1	20	-	380	1500	525	72.4%
3/2	A127 E Offslip Ahead	U	3	N/A	E		1	20	-	449	1500	525	85.5%
4/1	Rayleigh Road Left	U	4	N/A	G		1	27	-	367	1700	793	46.3%
4/2+4/3	Rayleigh Road Ahead	U	4	N/A	G		1	27	-	706	1500:1500	490+568	66.8 : 66.8%
5/1	A127 W Onslip	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
5/2	A127 W Onslip	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	High Rd X	U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
6/2	High Rd X	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
7/1	A127 E Onslip	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
7/2	A127 E Onslip	U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
8/1	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	920	Inf	Inf	0.0%
8/2	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
9/1	Rdbt W Ahead	U	1	N/A	B		1	21	-	478	1900	697	68.6%
9/2	Rdbt W Ahead Right	U	1	N/A	B		1	21	-	456	1900	697	65.5%
9/3	Rdbt W Right	U	1	N/A	B		1	21	-	234	1900	697	33.6%

Full Input Data And Results

10/1	Rdbt N Ahead	U	2	N/A	D		1	29	-	246	1900	950	25.9%
10/2	Rdbt N Ahead Right	U	2	N/A	D		1	29	-	522	1900	950	54.9%
10/3	Rdbt N Right	U	2	N/A	D		1	29	-	366	1900	950	38.5%
11/1	Rdbt E Ahead	U	3	N/A	F		1	30	-	656	1900	982	66.8%
11/2	Rdbt E Ahead Right	U	3	N/A	F		1	30	-	703	1900	982	71.6%
11/3	Rdbt E Right	U	3	N/A	F		1	30	-	245	1900	982	25.0%
12/1	Rdbt S Ahead	U	4	N/A	H		1	23	-	221	1900	760	29.1%
12/2	Rdbt S Ahead Right	U	4	N/A	H		1	23	-	383	1900	760	50.4%
12/3	Rdbt S Right	U	4	N/A	H		1	23	-	311	1900	760	40.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	25.9	19.4	0.0	45.3	-	-	-	-
Rayleigh Weir Rdbt	-	-	0	0	0	25.9	19.4	0.0	45.3	-	-	-	-
1/1	483	483	-	-	-	1.4	0.8	-	2.2	16.4	5.6	0.8	6.4
1/2	654	654	-	-	-	2.3	2.2	-	4.5	24.7	9.1	2.2	11.3
2/1	430	430	-	-	-	2.0	1.7	-	3.8	31.5	6.3	1.7	8.1
2/2+2/3	582	582	-	-	-	2.5	2.5	-	5.0	30.7	5.8	2.5	8.3
3/1	380	380	-	-	-	1.8	1.3	-	3.1	29.2	5.5	1.3	6.8
3/2	449	449	-	-	-	2.3	2.8	-	5.0	40.2	6.9	2.8	9.6
4/1	367	367	-	-	-	1.1	0.4	-	1.5	15.1	4.1	0.4	4.5
4/2+4/3	706	706	-	-	-	2.2	1.0	-	3.2	16.3	4.4	1.0	5.4
5/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	478	478	-	-	-	1.2	1.1	-	2.3	17.2	3.9	1.1	5.0
9/2	456	456	-	-	-	1.4	0.9	-	2.3	18.2	5.6	0.9	6.5
9/3	234	234	-	-	-	0.5	0.3	-	0.8	12.2	1.5	0.3	1.8
10/1	246	246	-	-	-	0.8	0.2	-	1.0	14.1	3.2	0.2	3.4
10/2	522	522	-	-	-	1.3	0.6	-	1.9	13.4	5.0	0.6	5.6
10/3	366	366	-	-	-	0.3	0.3	-	0.6	5.7	0.7	0.3	1.0
11/1	656	656	-	-	-	1.2	1.0	-	2.2	12.0	5.3	1.0	6.3

Full Input Data And Results

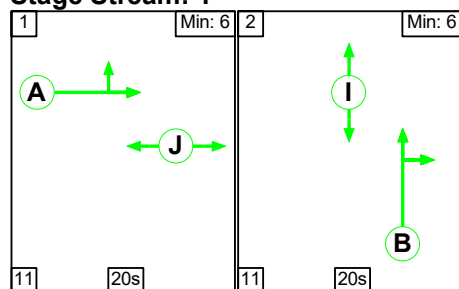
11/2	703	703	-	-	-	1.5	1.3	-	2.7	14.0	6.5	1.3	7.8
11/3	245	245	-	-	-	0.1	0.2	-	0.3	4.2	0.4	0.2	0.6
12/1	221	221	-	-	-	0.5	0.2	-	0.7	11.1	1.8	0.2	2.0
12/2	383	383	-	-	-	1.4	0.5	-	1.9	17.5	4.5	0.5	5.0
12/3	311	311	-	-	-	0.2	0.3	-	0.5	5.8	0.4	0.3	0.7
			C1	Stream: 1 PRC for Signalled Lanes (%):		10.1	Total Delay for Signalled Lanes (pcuHr):		12.06	Cycle Time (s):		60	
			C1	Stream: 2 PRC for Signalled Lanes (%):		7.6	Total Delay for Signalled Lanes (pcuHr):		12.19	Cycle Time (s):		60	
			C1	Stream: 3 PRC for Signalled Lanes (%):		5.2	Total Delay for Signalled Lanes (pcuHr):		13.32	Cycle Time (s):		60	
			C1	Stream: 4 PRC for Signalled Lanes (%):		34.8	Total Delay for Signalled Lanes (pcuHr):		7.77	Cycle Time (s):		60	
				PRC Over All Lanes (%):		5.2	Total Delay Over All Lanes(pcuHr):		45.35				

Full Input Data And Results

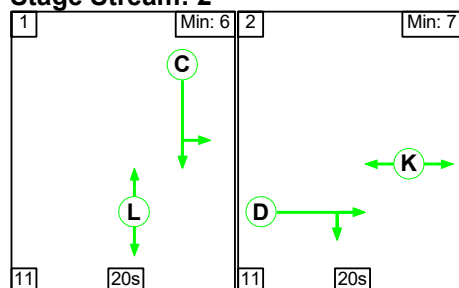
Scenario 5: 'Base 2031 AM' (FG5: 'Base 2031 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

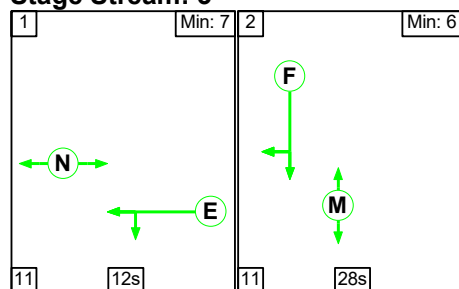
Stage Stream: 1



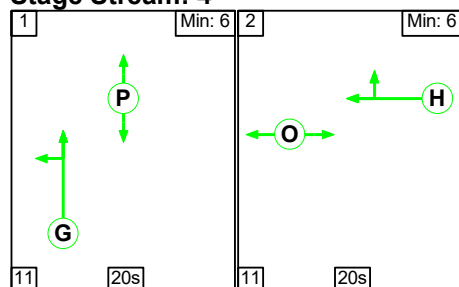
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	20
Change Point	0	31

Stage Stream: 2

Stage	1	2
Duration	20	20
Change Point	29	60

Full Input Data And Results

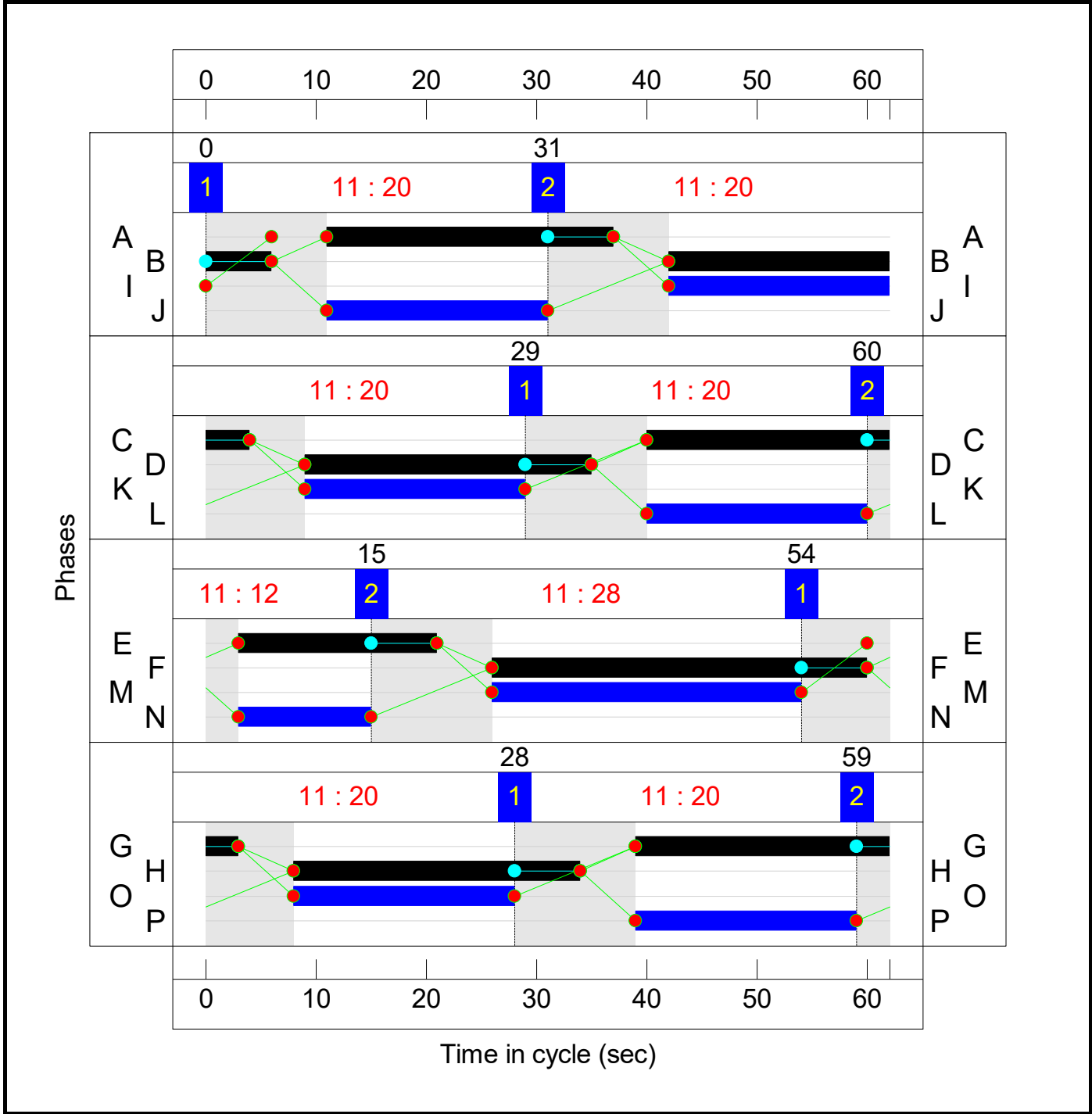
Stage Stream: 3

Stage	1	2
Duration	12	28
Change Point	54	15

Stage Stream: 4

Stage	1	2
Duration	20	20
Change Point	28	59

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
Rayleigh Weir Rdbt	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
1/1	A127 W Offslip Left Ahead	U	1	N/A	A		1	26	-	348	1600	697	49.9%
1/2	A127 W Offslip Ahead	U	1	N/A	A		1	26	-	536	1600	697	76.9%
2/1	High Road Left Ahead	U	2	N/A	C		1	26	-	499	1500	653	76.4%
2/2+2/3	High Road Ahead	U	2	N/A	C		1	26	-	664	1500:1500	460+370	80.0 : 80.0%
3/1	A127 E Offslip Left Ahead	U	3	N/A	E		1	18	-	362	1500	460	78.8%
3/2	A127 E Offslip Ahead	U	3	N/A	E		1	18	-	336	1500	460	73.1%
4/1	Rayleigh Road Left	U	4	N/A	G		1	26	-	484	1700	740	65.4%
4/2+4/3	Rayleigh Road Ahead	U	4	N/A	G		1	26	-	738	1500:1500	311+562	84.5 : 84.5%
5/1	A127 W Onslip	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
5/2	A127 W Onslip	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
6/1	High Rd X	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
6/2	High Rd X	U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
7/1	A127 E Onslip	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
7/2	A127 E Onslip	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
8/1	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	894	Inf	Inf	0.0%
8/2	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
9/1	Rdbt W Ahead	U	1	N/A	B		1	26	-	367	1900	827	44.4%
9/2	Rdbt W Ahead Right	U	1	N/A	B		1	26	-	393	1900	827	47.5%
9/3	Rdbt W Right	U	1	N/A	B		1	26	-	282	1900	827	34.1%

Full Input Data And Results

10/1	Rdbt N Ahead	U	2	N/A	D		1	26	-	339	1900	827	41.0%
10/2	Rdbt N Ahead Right	U	2	N/A	D		1	26	-	502	1900	827	60.7%
10/3	Rdbt N Right	U	2	N/A	D		1	26	-	316	1900	827	38.2%
11/1	Rdbt E Ahead	U	3	N/A	F		1	34	-	614	1900	1073	57.2%
11/2	Rdbt E Ahead Right	U	3	N/A	F		1	34	-	668	1900	1073	62.3%
11/3	Rdbt E Right	U	3	N/A	F		1	34	-	312	1900	1073	29.1%
12/1	Rdbt S Ahead	U	4	N/A	H		1	26	-	302	1900	827	36.5%
12/2	Rdbt S Ahead Right	U	4	N/A	H		1	26	-	448	1900	827	54.1%
12/3	Rdbt S Right	U	4	N/A	H		1	26	-	200	1900	827	24.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	26.3	17.6	0.0	43.9	-	-	-	-
Rayleigh Weir Rdbt	-	-	0	0	0	26.3	17.6	0.0	43.9	-	-	-	-
1/1	348	348	-	-	-	1.2	0.5	-	1.7	17.8	4.3	0.5	4.8
1/2	536	536	-	-	-	2.2	1.6	-	3.8	25.8	7.7	1.6	9.4
2/1	499	499	-	-	-	2.1	1.6	-	3.6	26.2	7.2	1.6	8.8
2/2+2/3	664	664	-	-	-	2.4	1.9	-	4.4	23.6	5.8	1.9	7.8
3/1	362	362	-	-	-	2.0	1.8	-	3.8	37.4	5.6	1.8	7.4
3/2	336	336	-	-	-	1.8	1.3	-	3.1	33.5	5.1	1.3	6.5
4/1	484	484	-	-	-	1.9	0.9	-	2.8	20.8	6.5	0.9	7.4
4/2+4/3	738	738	-	-	-	2.8	2.6	-	5.4	26.4	6.7	2.6	9.4
5/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	367	367	-	-	-	0.7	0.4	-	1.1	10.6	2.8	0.4	3.2
9/2	393	393	-	-	-	0.9	0.5	-	1.4	12.7	2.9	0.5	3.4
9/3	282	282	-	-	-	0.5	0.3	-	0.8	9.7	1.4	0.3	1.7
10/1	339	339	-	-	-	1.2	0.3	-	1.6	16.8	4.8	0.3	5.1
10/2	502	502	-	-	-	1.8	0.8	-	2.6	18.8	5.9	0.8	6.7
10/3	316	316	-	-	-	0.4	0.3	-	0.8	8.6	0.9	0.3	1.2
11/1	614	614	-	-	-	1.0	0.7	-	1.7	10.1	4.5	0.7	5.2

Full Input Data And Results

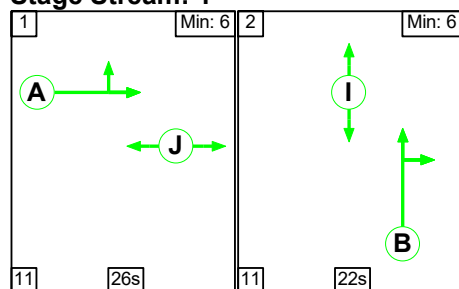
11/2	668	668	-	-	-	0.8	0.8	-	1.7	9.0	4.9	0.8	5.7
11/3	312	312	-	-	-	0.4	0.2	-	0.6	7.2	1.2	0.2	1.4
12/1	302	302	-	-	-	0.8	0.3	-	1.1	12.7	3.4	0.3	3.7
12/2	448	448	-	-	-	1.3	0.6	-	1.9	14.9	5.6	0.6	6.2
12/3	200	200	-	-	-	0.0	0.2	-	0.2	3.4	0.1	0.2	0.3
			C1	Stream: 1 PRC for Signalised Lanes (%):		17.0	Total Delay for Signalised Lanes (pcuHr):		8.79	Cycle Time (s):	62		
			C1	Stream: 2 PRC for Signalised Lanes (%):		12.5	Total Delay for Signalised Lanes (pcuHr):		12.94	Cycle Time (s):	62		
			C1	Stream: 3 PRC for Signalised Lanes (%):		14.3	Total Delay for Signalised Lanes (pcuHr):		10.89	Cycle Time (s):	62		
			C1	Stream: 4 PRC for Signalised Lanes (%):		6.5	Total Delay for Signalised Lanes (pcuHr):		11.31	Cycle Time (s):	62		
				PRC Over All Lanes (%):		6.5	Total Delay Over All Lanes(pcuHr):		43.93				

Full Input Data And Results

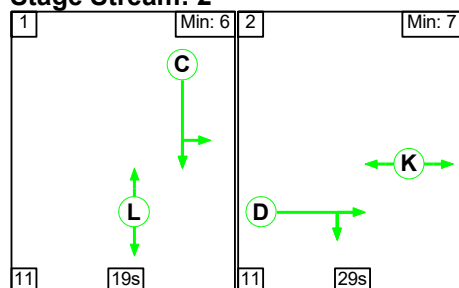
Scenario 6: 'Base 2031 PM' (FG6: 'Base 2031 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

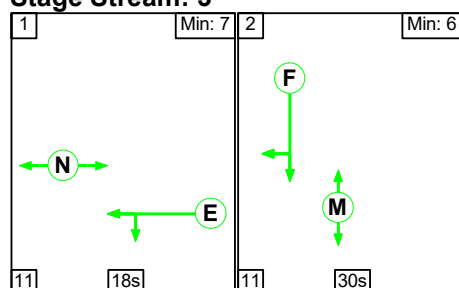
Stage Stream: 1



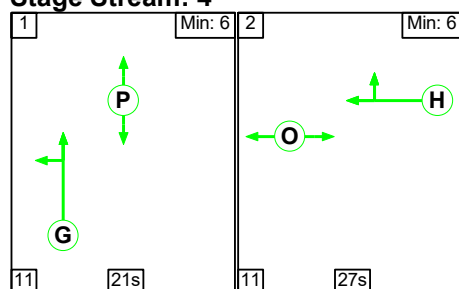
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	22
Change Point	46	13

Stage Stream: 2

Stage	1	2
Duration	19	29
Change Point	14	44

Full Input Data And Results

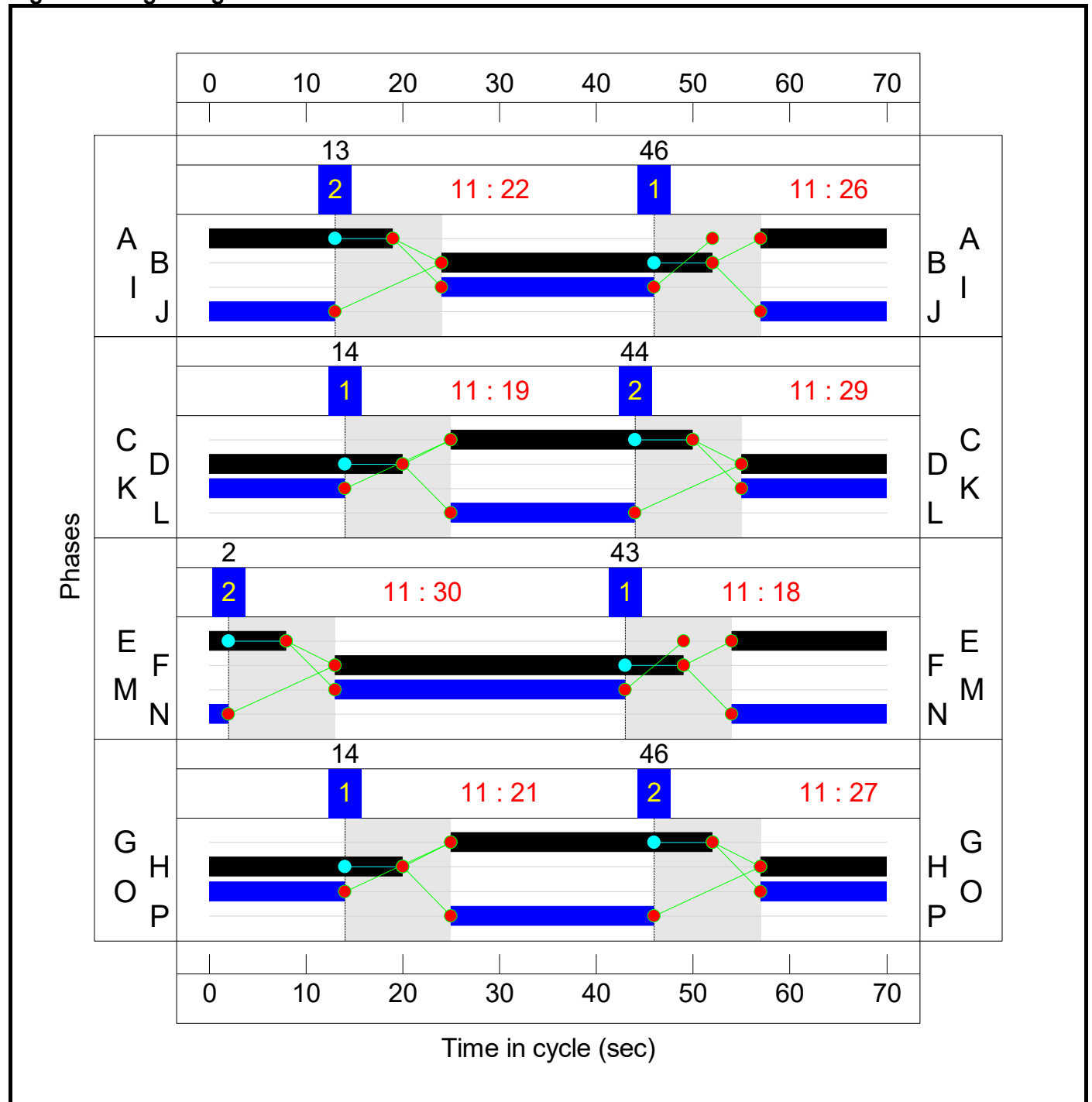
Stage Stream: 3

Stage	1	2
Duration	18	30
Change Point	43	2

Stage Stream: 4

Stage	1	2
Duration	21	27
Change Point	14	46

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.3%
Rayleigh Weir Rdbt	-	-	N/A	-	-		-	-	-	-	-	-	88.3%
1/1	A127 W Offslip Left Ahead	U	1	N/A	A		1	32	-	493	1600	754	65.4%
1/2	A127 W Offslip Ahead	U	1	N/A	A		1	32	-	666	1600	754	88.3%
2/1	High Road Left Ahead	U	2	N/A	C		1	25	-	446	1500	557	80.1%
2/2+2/3	High Road Ahead	U	2	N/A	C		1	25	-	585	1500:1500	293+404	83.8 : 83.8%
3/1	A127 E Offslip Left Ahead	U	3	N/A	E		1	24	-	388	1500	536	72.4%
3/2	A127 E Offslip Ahead	U	3	N/A	E		1	24	-	458	1500	536	85.5%
4/1	Rayleigh Road Left	U	4	N/A	G		1	27	-	373	1700	680	54.9%
4/2+4/3	Rayleigh Road Ahead	U	4	N/A	G		1	27	-	719	1500:1500	406+489	80.4 : 80.4%
5/1	A127 W Onslip	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
5/2	A127 W Onslip	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
6/1	High Rd X	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
6/2	High Rd X	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
7/1	A127 E Onslip	U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
7/2	A127 E Onslip	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
8/1	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
8/2	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
9/1	Rdbt W Ahead	U	1	N/A	B		1	28	-	410	1900	787	52.1%
9/2	Rdbt W Ahead Right	U	1	N/A	B		1	28	-	449	1900	787	57.0%
9/3	Rdbt W Right	U	1	N/A	B		1	28	-	331	1900	787	42.1%

Full Input Data And Results

10/1	Rdbt N Ahead	U	2	N/A	D		1	35	-	160	1900	977	16.4%
10/2	Rdbt N Ahead Right	U	2	N/A	D		1	35	-	588	1900	977	60.2%
10/3	Rdbt N Right	U	2	N/A	D		1	35	-	409	1900	977	41.9%
11/1	Rdbt E Ahead	U	3	N/A	F		1	36	-	640	1900	1004	63.7%
11/2	Rdbt E Ahead Right	U	3	N/A	F		1	36	-	654	1900	1004	65.1%
11/3	Rdbt E Right	U	3	N/A	F		1	36	-	340	1900	1004	33.9%
12/1	Rdbt S Ahead	U	4	N/A	H		1	33	-	135	1900	923	14.6%
12/2	Rdbt S Ahead Right	U	4	N/A	H		1	33	-	411	1900	923	44.5%
12/3	Rdbt S Right	U	4	N/A	H		1	33	-	387	1900	923	41.9%

Full Input Data And Results

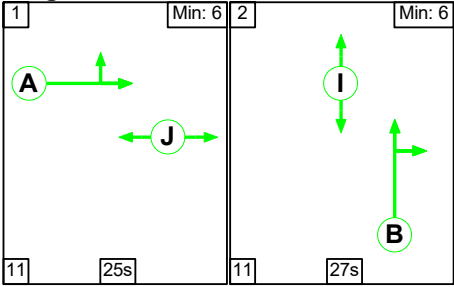
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	31.0	21.2	0.0	52.2	-	-	-	-
Rayleigh Weir Rdbt	-	-	0	0	0	31.0	21.2	0.0	52.2	-	-	-	-
1/1	493	493	-	-	-	1.9	0.9	-	2.9	21.0	7.3	0.9	8.2
1/2	666	666	-	-	-	3.1	3.5	-	6.6	35.6	11.7	3.5	15.2
2/1	446	446	-	-	-	2.4	1.9	-	4.4	35.3	7.7	1.9	9.6
2/2+2/3	585	585	-	-	-	2.9	2.5	-	5.4	33.2	7.0	2.5	9.5
3/1	388	388	-	-	-	2.1	1.3	-	3.4	31.5	6.5	1.3	7.8
3/2	458	458	-	-	-	2.6	2.8	-	5.4	42.5	8.1	2.8	10.9
4/1	373	373	-	-	-	1.7	0.6	-	2.3	22.0	5.5	0.6	6.1
4/2+4/3	719	719	-	-	-	3.3	2.0	-	5.3	26.7	6.1	2.0	8.1
5/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	410	410	-	-	-	0.7	0.5	-	1.3	11.3	2.2	0.5	2.8
9/2	449	449	-	-	-	2.3	0.7	-	3.0	23.9	7.6	0.7	8.3
9/3	331	331	-	-	-	0.5	0.4	-	0.9	9.3	1.3	0.4	1.7
10/1	160	160	-	-	-	0.4	0.1	-	0.5	11.2	1.9	0.1	2.0
10/2	588	588	-	-	-	2.0	0.8	-	2.7	16.8	7.7	0.8	8.5
10/3	409	409	-	-	-	0.4	0.4	-	0.7	6.3	0.9	0.4	1.2
11/1	640	640	-	-	-	1.1	0.9	-	2.0	11.0	5.6	0.9	6.5

Full Input Data And Results

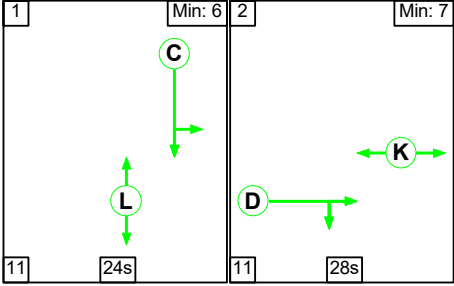
11/2	654	654	-	-	-	1.4	0.9	-	2.3	12.9	8.4	0.9	9.3
11/3	340	340	-	-	-	0.3	0.3	-	0.6	6.4	0.8	0.3	1.1
12/1	135	135	-	-	-	0.1	0.1	-	0.2	5.3	0.3	0.1	0.4
12/2	411	411	-	-	-	1.6	0.4	-	2.0	17.2	6.4	0.4	6.8
12/3	387	387	-	-	-	0.0	0.4	-	0.4	3.5	0.1	0.4	0.4
C1 Stream: 1 PRC for Signalled Lanes (%): 1.9 Total Delay for Signalled Lanes (pcuHr): 14.59 Cycle Time (s): 70 C1 Stream: 2 PRC for Signalled Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 13.73 Cycle Time (s): 70 C1 Stream: 3 PRC for Signalled Lanes (%): 5.3 Total Delay for Signalled Lanes (pcuHr): 13.70 Cycle Time (s): 70 C1 Stream: 4 PRC for Signalled Lanes (%): 11.9 Total Delay for Signalled Lanes (pcuHr): 10.15 Cycle Time (s): 70 PRC Over All Lanes (%): 1.9 Total Delay Over All Lanes(pcuHr): 52.17													

Stage Sequence Diagram

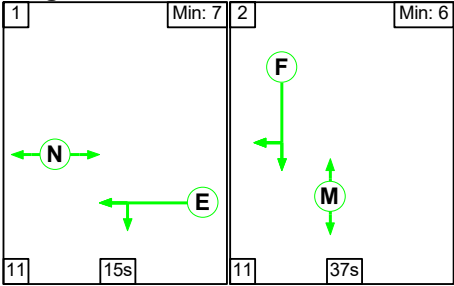
Stage Stream: 1



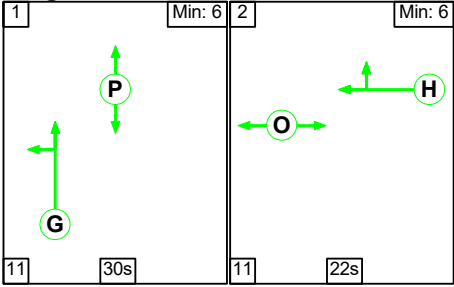
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	27
Change Point	49	11

Stage Stream: 2

Stage	1	2
Duration	24	28
Change Point	30	65

Full Input Data And Results

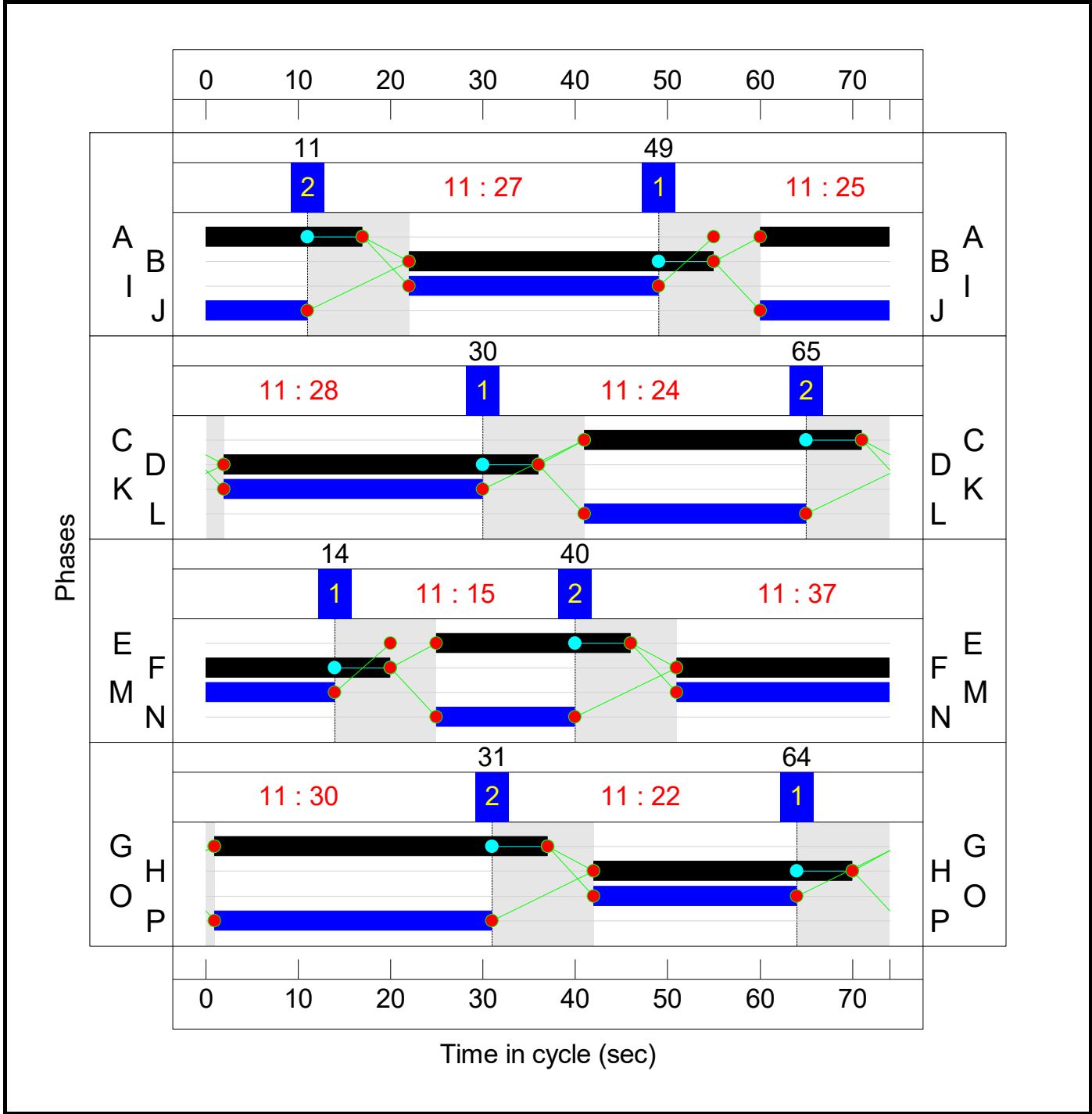
Stage Stream: 3

Stage	1	2
Duration	15	37
Change Point	14	40

Stage Stream: 4

Stage	1	2
Duration	30	22
Change Point	64	31

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
Rayleigh Weir Rdbt	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
1/1	A127 W Offslip Left Ahead	U	1	N/A	A		1	31	-	342	1600	692	49.4%
1/2	A127 W Offslip Ahead	U	1	N/A	A		1	31	-	559	1600	692	80.8%
2/1	High Road Left Ahead	U	2	N/A	C		1	30	-	511	1500	628	81.3%
2/2+2/3	High Road Ahead	U	2	N/A	C		1	30	-	635	1500:1500	449+302	84.6 : 84.6%
3/1	A127 E Offslip Left Ahead	U	3	N/A	E		1	21	-	372	1500	446	83.4%
3/2	A127 E Offslip Ahead	U	3	N/A	E		1	21	-	345	1500	446	77.4%
4/1	Rayleigh Road Left	U	4	N/A	G		1	36	-	523	1700	850	61.5%
4/2+4/3	Rayleigh Road Ahead	U	4	N/A	G		1	36	-	757	1500:1500	317+607	81.9 : 81.9%
5/1	A127 W Onslip	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
5/2	A127 W Onslip	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
6/1	High Rd X	U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
6/2	High Rd X	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
7/1	A127 E Onslip	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
7/2	A127 E Onslip	U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
8/1	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	941	Inf	Inf	0.0%
8/2	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
9/1	Rdbt W Ahead	U	1	N/A	B		1	33	-	386	1900	873	44.2%
9/2	Rdbt W Ahead Right	U	1	N/A	B		1	33	-	404	1900	873	46.3%
9/3	Rdbt W Right	U	1	N/A	B		1	33	-	270	1900	873	30.9%

Full Input Data And Results

10/1	Rdbt N Ahead	U	2	N/A	D		1	34	-	371	1900	899	41.3%
10/2	Rdbt N Ahead Right	U	2	N/A	D		1	34	-	510	1900	899	56.8%
10/3	Rdbt N Right	U	2	N/A	D		1	34	-	319	1900	899	35.5%
11/1	Rdbt E Ahead	U	3	N/A	F		1	43	-	648	1900	1130	57.4%
11/2	Rdbt E Ahead Right	U	3	N/A	F		1	43	-	683	1900	1130	60.5%
11/3	Rdbt E Right	U	3	N/A	F		1	43	-	271	1900	1130	24.0%
12/1	Rdbt S Ahead	U	4	N/A	H		1	28	-	332	1900	745	44.6%
12/2	Rdbt S Ahead Right	U	4	N/A	H		1	28	-	439	1900	745	59.0%
12/3	Rdbt S Right	U	4	N/A	H		1	28	-	177	1900	745	23.8%

Full Input Data And Results

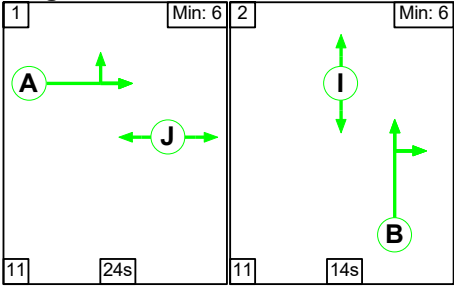
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	27.8	19.5	0.0	47.3	-	-	-	-
Rayleigh Weir Rdbt	-	-	0	0	0	27.8	19.5	0.0	47.3	-	-	-	-
1/1	342	342	-	-	-	1.4	0.5	-	1.9	20.3	5.0	0.5	5.5
1/2	559	559	-	-	-	2.8	2.0	-	4.9	31.5	9.9	2.0	12.0
2/1	511	511	-	-	-	2.7	2.1	-	4.8	33.8	9.2	2.1	11.3
2/2+2/3	635	635	-	-	-	3.0	2.6	-	5.6	32.0	8.6	2.6	11.2
3/1	372	372	-	-	-	2.5	2.4	-	4.9	47.2	7.1	2.4	9.5
3/2	345	345	-	-	-	2.3	1.7	-	3.9	41.0	6.4	1.7	8.1
4/1	523	523	-	-	-	1.9	0.8	-	2.7	18.8	7.7	0.8	8.5
4/2+4/3	757	757	-	-	-	2.7	2.2	-	4.9	23.5	8.5	2.2	10.7
5/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	386	386	-	-	-	1.2	0.4	-	1.6	15.1	5.3	0.4	5.7
9/2	404	404	-	-	-	0.8	0.4	-	1.3	11.2	5.4	0.4	5.9
9/3	270	270	-	-	-	0.4	0.2	-	0.7	8.9	3.3	0.2	3.5
10/1	371	371	-	-	-	0.8	0.4	-	1.2	11.7	2.7	0.4	3.1
10/2	510	510	-	-	-	1.1	0.7	-	1.7	12.3	5.9	0.7	6.6
10/3	319	319	-	-	-	0.3	0.3	-	0.6	6.4	4.4	0.3	4.6
11/1	648	648	-	-	-	0.6	0.7	-	1.3	7.0	5.8	0.7	6.5

Full Input Data And Results

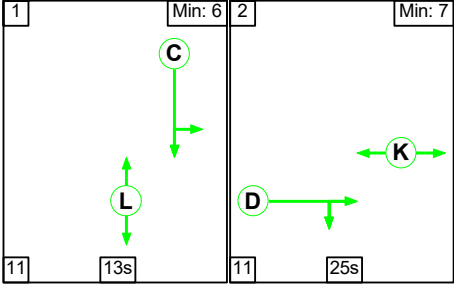
11/2	683	683	-	-	-	0.7	0.8	-	1.5	7.7	6.5	0.8	7.3
11/3	271	271	-	-	-	0.1	0.2	-	0.3	3.7	2.5	0.2	2.7
12/1	332	332	-	-	-	0.8	0.4	-	1.2	13.2	2.5	0.4	2.9
12/2	439	439	-	-	-	1.1	0.7	-	1.8	15.1	4.9	0.7	5.6
12/3	177	177	-	-	-	0.3	0.2	-	0.4	8.5	3.1	0.2	3.2
			C1	Stream: 1 PRC for Signalled Lanes (%):		11.4	Total Delay for Signalled Lanes (pcuHr):		10.36	Cycle Time (s):		74	
			C1	Stream: 2 PRC for Signalled Lanes (%):		6.4	Total Delay for Signalled Lanes (pcuHr):		13.94	Cycle Time (s):		74	
			C1	Stream: 3 PRC for Signalled Lanes (%):		7.9	Total Delay for Signalled Lanes (pcuHr):		11.80	Cycle Time (s):		74	
			C1	Stream: 4 PRC for Signalled Lanes (%):		9.9	Total Delay for Signalled Lanes (pcuHr):		11.16	Cycle Time (s):		74	
				PRC Over All Lanes (%):		6.4	Total Delay Over All Lanes(pcuHr):		47.27				

Stage Sequence Diagram

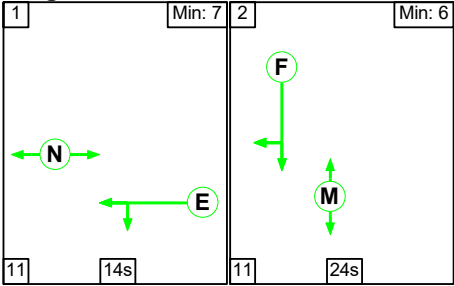
Stage Stream: 1



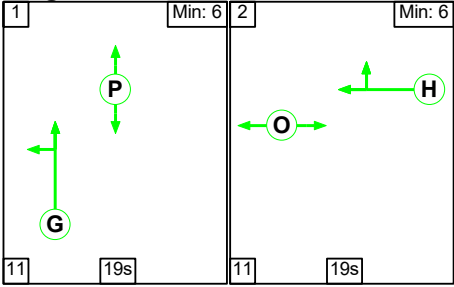
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	24	14
Change Point	37	12

Stage Stream: 2

Stage	1	2
Duration	13	25
Change Point	10	34

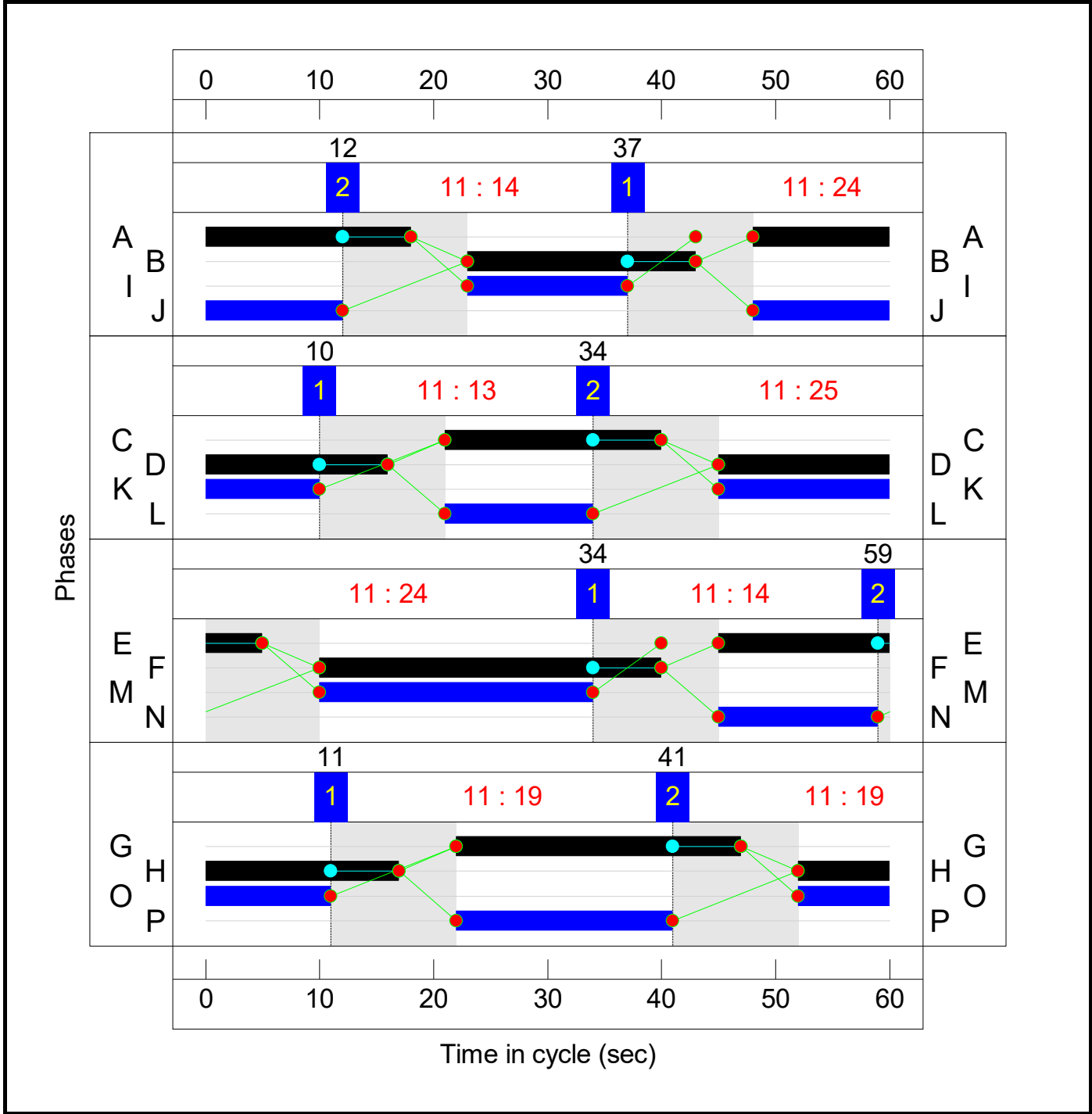
Full Input Data And Results
Stage Stream: 3

Stage	1	2
Duration	14	24
Change Point	34	59

Stage Stream: 4

Stage	1	2
Duration	19	19
Change Point	11	41

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	86.3%
Rayleigh Weir Rdbt	-	-	N/A	-	-		-	-	-	-	-	-	86.3%
1/1	A127 W Offslip Left Ahead	U	1	N/A	A		1	30	-	483	1600	827	58.4%
1/2	A127 W Offslip Ahead	U	1	N/A	A		1	30	-	708	1600	827	85.6%
2/1	High Road Left Ahead	U	2	N/A	C		1	19	-	403	1500	500	80.6%
2/2+2/3	High Road Ahead	U	2	N/A	C		1	19	-	614	1500:1500	353+367	85.2 : 85.2%
3/1	A127 E Offslip Left Ahead	U	3	N/A	E		1	20	-	415	1500	525	79.0%
3/2	A127 E Offslip Ahead	U	3	N/A	E		1	20	-	453	1500	525	86.3%
4/1	Rayleigh Road Left	U	4	N/A	G		1	25	-	394	1700	737	53.5%
4/2+4/3	Rayleigh Road Ahead	U	4	N/A	G		1	25	-	724	1500:1500	345+559	80.1 : 80.1%
5/1	A127 W Onslip	U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
5/2	A127 W Onslip	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
6/1	High Rd X	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
6/2	High Rd X	U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
7/1	A127 E Onslip	U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
7/2	A127 E Onslip	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
8/1	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
8/2	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
9/1	Rdbt W Ahead	U	1	N/A	B		1	20	-	412	1900	665	62.0%
9/2	Rdbt W Ahead Right	U	1	N/A	B		1	20	-	396	1900	665	59.5%
9/3	Rdbt W Right	U	1	N/A	B		1	20	-	382	1900	665	57.4%

Full Input Data And Results

10/1	Rdbt N Ahead	U	2	N/A	D		1	31	-	116	1900	1013	11.4%
10/2	Rdbt N Ahead Right	U	2	N/A	D		1	31	-	645	1900	1013	63.7%
10/3	Rdbt N Right	U	2	N/A	D		1	31	-	445	1900	1013	43.9%
11/1	Rdbt E Ahead	U	3	N/A	F		1	30	-	604	1900	982	61.5%
11/2	Rdbt E Ahead Right	U	3	N/A	F		1	30	-	740	1900	982	75.4%
11/3	Rdbt E Right	U	3	N/A	F		1	30	-	319	1900	982	32.5%
12/1	Rdbt S Ahead	U	4	N/A	H		1	25	-	153	1900	823	18.6%
12/2	Rdbt S Ahead Right	U	4	N/A	H		1	25	-	442	1900	823	53.7%
12/3	Rdbt S Right	U	4	N/A	H		1	25	-	330	1900	823	40.1%

Full Input Data And Results

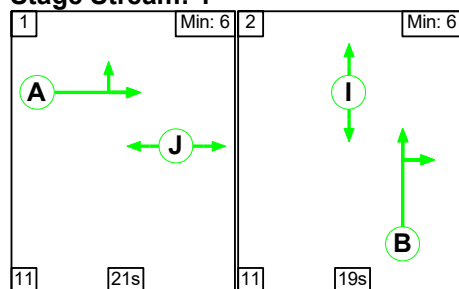
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	27.9	22.7	0.0	50.6	-	-	-	-
Rayleigh Weir Rdbt	-	-	0	0	0	27.9	22.7	0.0	50.6	-	-	-	-
1/1	483	483	-	-	-	1.3	0.7	-	2.0	15.3	5.5	0.7	6.2
1/2	708	708	-	-	-	2.5	2.8	-	5.3	27.0	10.2	2.8	13.1
2/1	403	403	-	-	-	2.0	2.0	-	4.0	36.1	6.0	2.0	8.0
2/2+2/3	614	614	-	-	-	2.9	2.7	-	5.6	32.9	5.1	2.7	7.8
3/1	415	415	-	-	-	2.0	1.8	-	3.8	33.4	6.1	1.8	7.9
3/2	453	453	-	-	-	2.3	2.9	-	5.2	41.3	6.9	2.9	9.8
4/1	394	394	-	-	-	1.4	0.6	-	1.9	17.8	4.8	0.6	5.4
4/2+4/3	724	724	-	-	-	2.6	2.0	-	4.6	22.8	6.0	2.0	7.9
5/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	412	412	-	-	-	1.1	0.8	-	1.9	16.7	3.8	0.8	4.6
9/2	396	396	-	-	-	1.9	0.7	-	2.7	24.1	5.7	0.7	6.4
9/3	382	382	-	-	-	0.8	0.7	-	1.5	14.3	1.7	0.7	2.4
10/1	116	116	-	-	-	0.2	0.1	-	0.3	8.2	1.0	0.1	1.0
10/2	645	645	-	-	-	1.8	0.9	-	2.7	14.9	7.7	0.9	8.6
10/3	445	445	-	-	-	0.5	0.4	-	0.9	7.5	1.4	0.4	1.8
11/1	604	604	-	-	-	1.0	0.8	-	1.8	10.7	4.8	0.8	5.6

Full Input Data And Results

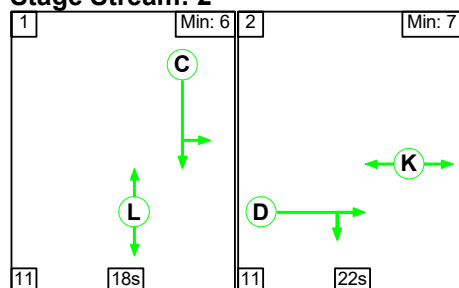
11/2	740	740	-	-	-	1.4	1.5	-	3.0	14.4	7.8	1.5	9.3
11/3	319	319	-	-	-	0.3	0.2	-	0.6	6.2	0.7	0.2	1.0
12/1	153	153	-	-	-	0.2	0.1	-	0.3	6.2	0.7	0.1	0.8
12/2	442	442	-	-	-	1.5	0.6	-	2.1	16.9	5.9	0.6	6.5
12/3	330	330	-	-	-	0.0	0.3	-	0.4	4.1	0.6	0.3	1.0
			C1	Stream: 1 PRC for Signalled Lanes (%):		5.1	Total Delay for Signalled Lanes (pcuHr):		13.45	Cycle Time (s):	60		
			C1	Stream: 2 PRC for Signalled Lanes (%):		5.7	Total Delay for Signalled Lanes (pcuHr):		13.52	Cycle Time (s):	60		
			C1	Stream: 3 PRC for Signalled Lanes (%):		4.3	Total Delay for Signalled Lanes (pcuHr):		14.35	Cycle Time (s):	60		
			C1	Stream: 4 PRC for Signalled Lanes (%):		12.3	Total Delay for Signalled Lanes (pcuHr):		9.24	Cycle Time (s):	60		
				PRC Over All Lanes (%):		4.3	Total Delay Over All Lanes(pcuHr):		50.57				

Stage Sequence Diagram

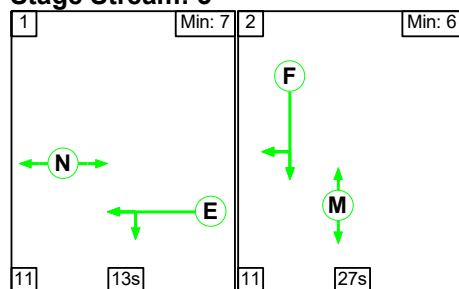
Stage Stream: 1



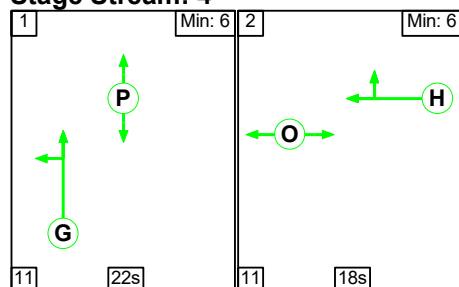
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	21	19
Change Point	0	32

Stage Stream: 2

Stage	1	2
Duration	18	22
Change Point	29	58

Full Input Data And Results

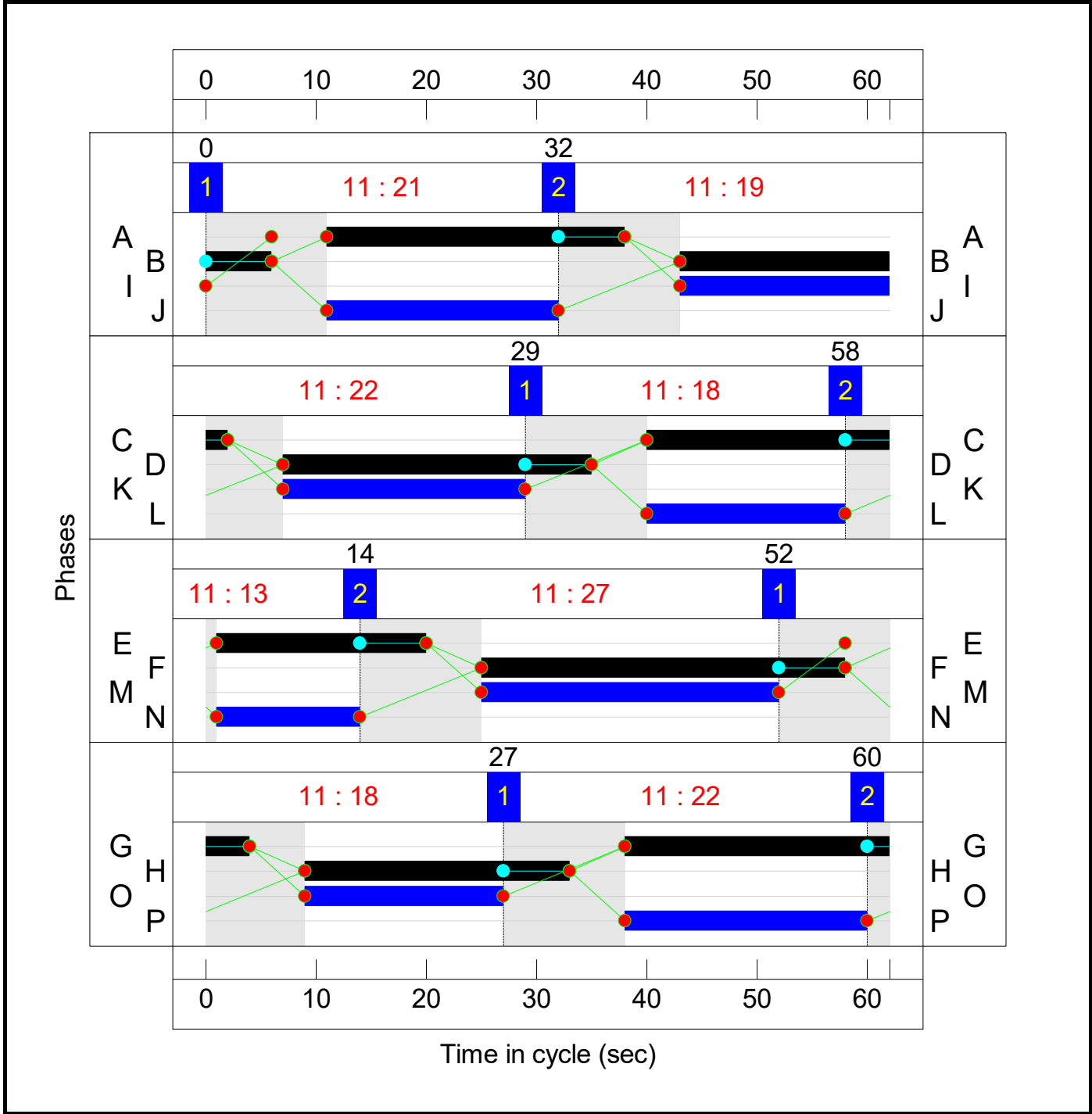
Stage Stream: 3

Stage	1	2
Duration	13	27
Change Point	52	14

Stage Stream: 4

Stage	1	2
Duration	22	18
Change Point	27	60

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
Rayleigh Weir Rdbt	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
1/1	A127 W Offslip Left Ahead	U	1	N/A	A		1	27	-	348	1600	723	48.2%
1/2	A127 W Offslip Ahead	U	1	N/A	A		1	27	-	568	1600	723	78.6%
2/1	High Road Left Ahead	U	2	N/A	C		1	24	-	482	1500	605	79.7%
2/2+2/3	High Road Ahead	U	2	N/A	C		1	24	-	684	1500:1500	417+401	83.6 : 83.6%
3/1	A127 E Offslip Left Ahead	U	3	N/A	E		1	19	-	430	1500	484	88.9%
3/2	A127 E Offslip Ahead	U	3	N/A	E		1	19	-	299	1500	484	61.8%
4/1	Rayleigh Road Left	U	4	N/A	G		1	28	-	531	1700	795	66.8%
4/2+4/3	Rayleigh Road Ahead	U	4	N/A	G		1	28	-	770	1500:1500	318+596	84.3 : 84.3%
5/1	A127 W Onslip	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
5/2	A127 W Onslip	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
6/1	High Rd X	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
6/2	High Rd X	U	N/A	N/A	-		-	-	-	171	Inf	Inf	0.0%
7/1	A127 E Onslip	U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
7/2	A127 E Onslip	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
8/1	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
8/2	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
9/1	Rdbt W Ahead	U	1	N/A	B		1	25	-	333	1900	797	41.8%
9/2	Rdbt W Ahead Right	U	1	N/A	B		1	25	-	419	1900	797	52.6%
9/3	Rdbt W Right	U	1	N/A	B		1	25	-	327	1900	797	41.0%

Full Input Data And Results

10/1	Rdbt N Ahead	U	2	N/A	D		1	28	-	325	1900	889	36.6%
10/2	Rdbt N Ahead Right	U	2	N/A	D		1	28	-	545	1900	889	61.3%
10/3	Rdbt N Right	U	2	N/A	D		1	28	-	350	1900	889	39.4%
11/1	Rdbt E Ahead	U	3	N/A	F		1	33	-	595	1900	1042	57.1%
11/2	Rdbt E Ahead Right	U	3	N/A	F		1	33	-	693	1900	1042	66.5%
11/3	Rdbt E Right	U	3	N/A	F		1	33	-	341	1900	1042	32.7%
12/1	Rdbt S Ahead	U	4	N/A	H		1	24	-	324	1900	766	42.3%
12/2	Rdbt S Ahead Right	U	4	N/A	H		1	24	-	396	1900	766	51.7%
12/3	Rdbt S Right	U	4	N/A	H		1	24	-	244	1900	766	31.8%

Full Input Data And Results

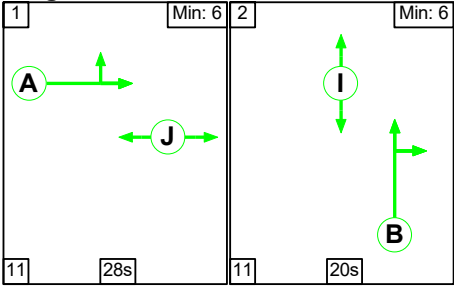
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	28.2	20.2	0.0	48.4	-	-	-	-
Rayleigh Weir Rdbt	-	-	0	0	0	28.2	20.2	0.0	48.4	-	-	-	-
1/1	348	348	-	-	-	1.2	0.5	-	1.6	16.7	4.2	0.5	4.6
1/2	568	568	-	-	-	2.3	1.8	-	4.1	25.8	8.2	1.8	10.0
2/1	482	482	-	-	-	2.2	1.9	-	4.1	30.5	7.2	1.9	9.1
2/2+2/3	684	684	-	-	-	2.8	2.5	-	5.2	27.5	5.9	2.5	8.3
3/1	430	430	-	-	-	2.4	3.5	-	5.9	49.5	6.9	3.5	10.5
3/2	299	299	-	-	-	1.5	0.8	-	2.3	27.4	4.3	0.8	5.1
4/1	531	531	-	-	-	1.9	1.0	-	2.9	19.5	6.9	1.0	7.9
4/2+4/3	770	770	-	-	-	2.6	2.6	-	5.2	24.4	6.8	2.6	9.4
5/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	333	333	-	-	-	0.6	0.4	-	0.9	10.0	3.3	0.4	3.7
9/2	419	419	-	-	-	1.5	0.6	-	2.0	17.5	4.9	0.6	5.4
9/3	327	327	-	-	-	0.6	0.3	-	1.0	10.5	1.8	0.3	2.2
10/1	325	325	-	-	-	1.0	0.3	-	1.3	14.6	4.5	0.3	4.8
10/2	545	545	-	-	-	2.0	0.8	-	2.8	18.3	6.6	0.8	7.4
10/3	350	350	-	-	-	0.5	0.3	-	0.9	8.9	1.2	0.3	1.5
11/1	595	595	-	-	-	1.3	0.7	-	2.0	11.8	4.8	0.7	5.5

Full Input Data And Results

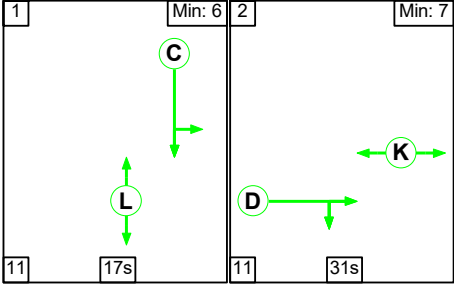
11/2	693	693	-	-	-	1.0	1.0	-	2.0	10.5	5.5	1.0	6.5
11/3	341	341	-	-	-	0.6	0.2	-	0.8	8.7	1.5	0.2	1.8
12/1	324	324	-	-	-	0.8	0.4	-	1.2	13.0	3.5	0.4	3.9
12/2	396	396	-	-	-	1.5	0.5	-	2.0	18.2	5.3	0.5	5.8
12/3	244	244	-	-	-	0.0	0.2	-	0.3	3.9	1.2	0.2	1.4
			C1	Stream: 1 PRC for Signalled Lanes (%):		14.5	Total Delay for Signalled Lanes (pcuHr):		9.61	Cycle Time (s):		62	
			C1	Stream: 2 PRC for Signalled Lanes (%):		7.6	Total Delay for Signalled Lanes (pcuHr):		14.25	Cycle Time (s):		62	
			C1	Stream: 3 PRC for Signalled Lanes (%):		1.3	Total Delay for Signalled Lanes (pcuHr):		12.98	Cycle Time (s):		62	
			C1	Stream: 4 PRC for Signalled Lanes (%):		6.8	Total Delay for Signalled Lanes (pcuHr):		11.53	Cycle Time (s):		62	
				PRC Over All Lanes (%):		1.3	Total Delay Over All Lanes(pcuHr):		48.37				

Stage Sequence Diagram

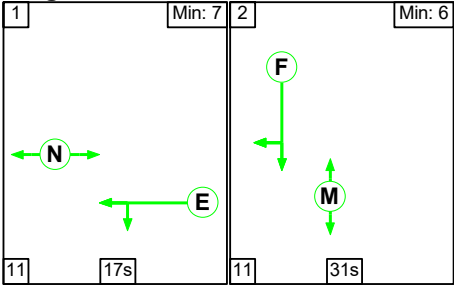
Stage Stream: 1



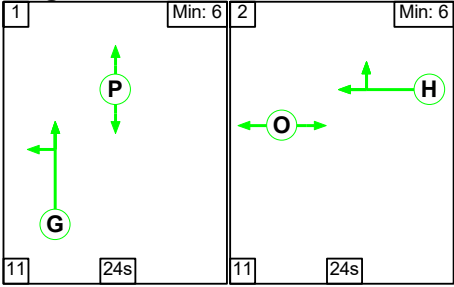
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	20
Change Point	0	39

Stage Stream: 2

Stage	1	2
Duration	17	31
Change Point	59	17

Full Input Data And Results

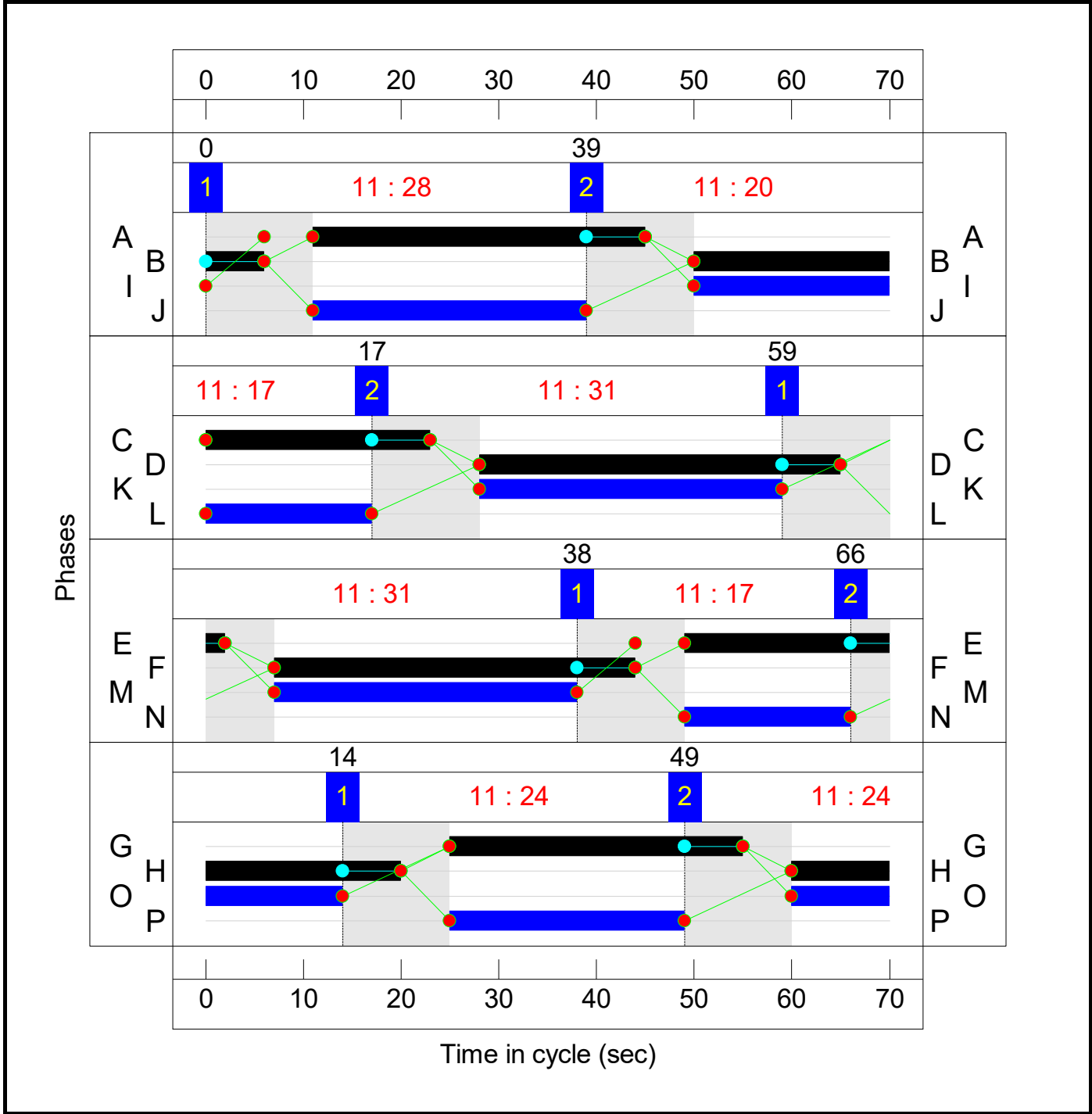
Stage Stream: 3

Stage	1	2
Duration	17	31
Change Point	38	66

Stage Stream: 4

Stage	1	2
Duration	24	24
Change Point	14	49

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.0%
Rayleigh Weir Rdbt	-	-	N/A	-	-		-	-	-	-	-	-	90.0%
1/1	A127 W Offslip Left Ahead	U	1	N/A	A		1	34	-	493	1600	800	61.6%
1/2	A127 W Offslip Ahead	U	1	N/A	A		1	34	-	720	1600	800	90.0%
2/1	High Road Left Ahead	U	2	N/A	C		1	23	-	448	1500	514	87.1%
2/2+2/3	High Road Ahead	U	2	N/A	C		1	23	-	588	1500:1500	277+379	89.7 : 89.7%
3/1	A127 E Offslip Left Ahead	U	3	N/A	E		1	23	-	422	1500	514	82.1%
3/2	A127 E Offslip Ahead	U	3	N/A	E		1	23	-	461	1500	514	89.6%
4/1	Rayleigh Road Left	U	4	N/A	G		1	30	-	400	1700	753	53.1%
4/2+4/3	Rayleigh Road Ahead	U	4	N/A	G		1	30	-	737	1500:1500	384+535	80.2 : 80.2%
5/1	A127 W Onslip	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
5/2	A127 W Onslip	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
6/1	High Rd X	U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
6/2	High Rd X	U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
7/1	A127 E Onslip	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
7/2	A127 E Onslip	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
8/1	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%
8/2	Rayleigh Rd X	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
9/1	Rdbt W Ahead	U	1	N/A	B		1	26	-	425	1900	733	58.0%
9/2	Rdbt W Ahead Right	U	1	N/A	B		1	26	-	429	1900	733	58.5%
9/3	Rdbt W Right	U	1	N/A	B		1	26	-	357	1900	733	48.7%

Full Input Data And Results

10/1	Rdbt N Ahead	U	2	N/A	D		1	37	-	151	1900	1031	14.6%
10/2	Rdbt N Ahead Right	U	2	N/A	D		1	37	-	625	1900	1031	60.6%
10/3	Rdbt N Right	U	2	N/A	D		1	37	-	452	1900	1031	43.8%
11/1	Rdbt E Ahead	U	3	N/A	F		1	37	-	653	1900	1031	63.3%
11/2	Rdbt E Ahead Right	U	3	N/A	F		1	37	-	684	1900	1031	66.3%
11/3	Rdbt E Right	U	3	N/A	F		1	37	-	356	1900	1031	34.5%
12/1	Rdbt S Ahead	U	4	N/A	H		1	30	-	124	1900	841	14.7%
12/2	Rdbt S Ahead Right	U	4	N/A	H		1	30	-	460	1900	841	54.7%
12/3	Rdbt S Right	U	4	N/A	H		1	30	-	357	1900	841	42.4%

Full Input Data And Results

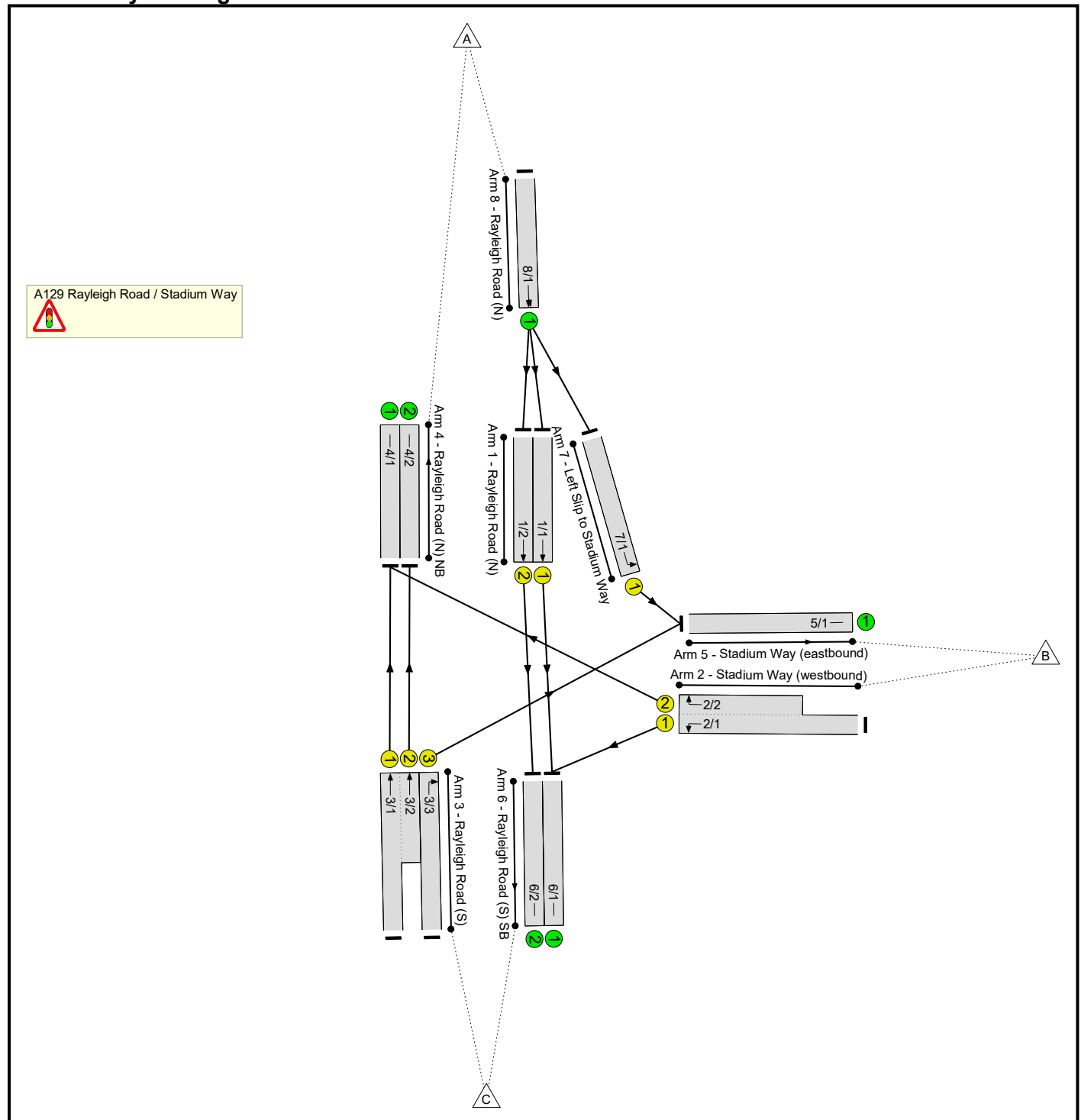
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	31.4	26.6	0.0	58.1	-	-	-	-
Rayleigh Weir Rdbt	-	-	0	0	0	31.4	26.6	0.0	58.1	-	-	-	-
1/1	493	493	-	-	-	1.7	0.8	-	2.5	18.5	6.8	0.8	7.6
1/2	720	720	-	-	-	3.2	4.1	-	7.3	36.3	12.6	4.1	16.7
2/1	448	448	-	-	-	2.7	3.1	-	5.8	46.4	8.1	3.1	11.2
2/2+2/3	588	588	-	-	-	3.2	3.9	-	7.1	43.6	7.5	3.9	11.4
3/1	422	422	-	-	-	2.5	2.2	-	4.6	39.7	7.5	2.2	9.7
3/2	461	461	-	-	-	2.8	3.8	-	6.6	51.4	8.5	3.8	12.2
4/1	400	400	-	-	-	1.6	0.6	-	2.1	19.3	5.6	0.6	6.1
4/2+4/3	737	737	-	-	-	3.0	2.0	-	5.0	24.3	6.4	2.0	8.4
5/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	425	425	-	-	-	1.8	0.7	-	2.5	21.4	6.8	0.7	7.5
9/2	429	429	-	-	-	1.6	0.7	-	2.3	19.3	4.0	0.7	4.7
9/3	357	357	-	-	-	1.3	0.5	-	1.8	18.2	6.4	0.5	6.9
10/1	151	151	-	-	-	0.2	0.1	-	0.3	7.0	1.2	0.1	1.3
10/2	625	625	-	-	-	0.8	0.8	-	1.6	9.2	4.4	0.8	5.2
10/3	452	452	-	-	-	0.5	0.4	-	0.8	6.7	5.9	0.4	6.3
11/1	653	653	-	-	-	1.0	0.9	-	1.8	10.0	6.4	0.9	7.2

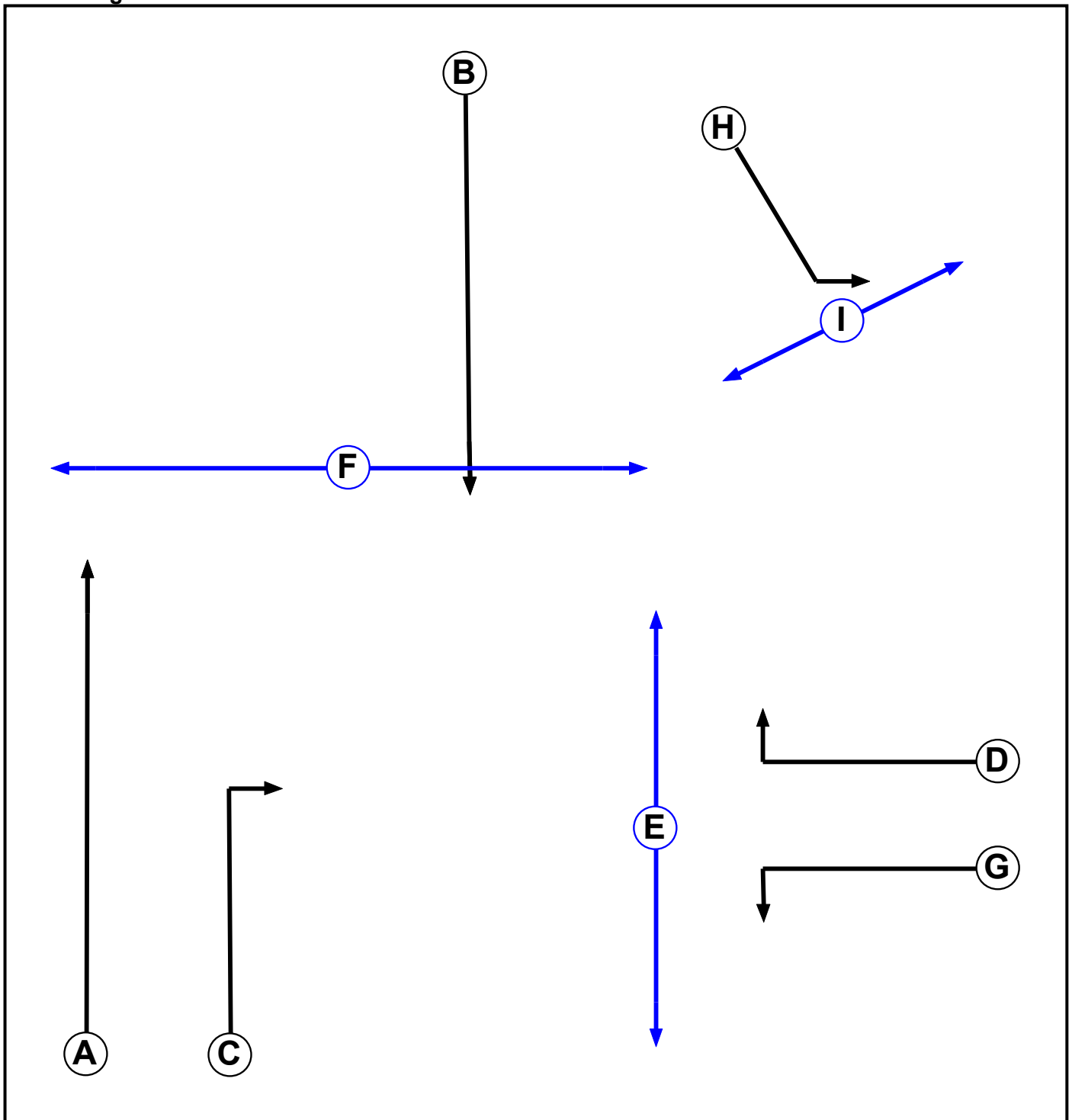
Full Input Data And Results

[illegible]

Full Input Data And Results**User and Project Details**

Project:	Hadleigh Site Castle Point
Title:	Rayleigh Road & Stadium Way
Client:	This Land Ltd
Date Completed:	June 2022
File name:	J18_Rayleigh Road & Stadium Way_002.lsg3x
Company:	Stantec
Address:	Cambridge

Network Layout Diagram

Phase Diagram

Phase Input Data

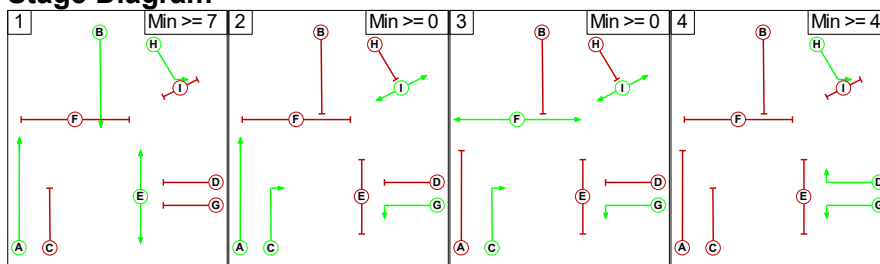
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		8	8
F	Pedestrian		8	8
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		6	6

Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	-	5	-	8	-	-	-
	B	-		5	5	-	5	6	-	-
	C	-	5		5	8	-	-	8	-
	D	5	5	5		5	8	-	-	-
	E	-	-	16	16		-	16	-	-
	F	15	15	-	15	-		-	-	-
	G	-	5	-	-	5	-		-	-
	H	-	-	5	-	-	-	-		5
	I	-	-	-	-	-	-	-	6	

Phases in Stage

Stage No.	Phases in Stage
1	A B E H
2	A C G I
3	C F G I
4	D G H

Stage Diagram

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	11	11

Prohibited Stage Change

	To Stage				
		1	2	3	4
From Stage	1		17	16	16
	2	8		8	8
	3	15	15		15
	4	5	5	8	

Give-Way Lane Input Data

Junction: A129 Rayleigh Road / Stadium Way
There are no Opposed Lanes in this Junction

J:\47268 - Hadleigh Site Castle Point\Calculations\Transport\Junction Capacity Assessments\LinSIG\J18_Rayleigh Road & Stadium Way\2022 counts\J18_Rayleigh Road & Stadium Way_002.lsg3x

Lane Input Data

Junction: A129 Rayleigh Road / Stadium Way												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Rayleigh Road (N))	U	B	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
1/2 (Rayleigh Road (N))	U	B	2	3	10.0	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
2/1 (Stadium Way (westbound))	U	G	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Left	14.00
2/2 (Stadium Way (westbound))	U	D	2	3	9.6	Geom	-	3.20	0.00	Y	Arm 4 Right	11.00
3/1 (Rayleigh Road (S))	U	A	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 4 Ahead	Inf
3/2 (Rayleigh Road (S))	U	A	2	3	7.0	Geom	-	2.60	0.00	N	Arm 4 Ahead	Inf
3/3 (Rayleigh Road (S))	U	C	2	3	60.0	Geom	-	2.60	0.00	Y	Arm 5 Right	12.00
4/1 (Rayleigh Road (N) NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (Rayleigh Road (N) NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Stadium Way (eastbound))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Rayleigh Road (S) SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (Rayleigh Road (S) SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Left Slip to Stadium Way)	U	H	2	3	10.0	Geom	-	4.25	0.00	N	Arm 5 Left	22.00
8/1 (Rayleigh Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base 2022 AM'	07:45	08:45	01:00	
2: 'Base 2022 PM'	16:45	17:45	01:00	
3: 'Base 2026 AM'	07:45	08:45	01:00	
4: 'Base 2026 PM'	16:45	17:45	01:00	
5: 'Base 2031 AM'	07:45	08:45	01:00	
6: 'Base 2031 PM'	16:45	17:45	01:00	
7: '2026+Dev AM'	07:45	08:45	01:00	
8: '2026+Dev PM'	16:45	17:45	01:00	
9: '2031+Dev AM'	07:45	08:45	01:00	
10: '2031+Dev PM'	16:45	17:45	01:00	

Scenario 1: 'Base 2022 AM' (FG1: 'Base 2022 AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	144	783	927
	B	111	0	144	255
	C	1045	165	0	1210
	Tot.	1156	309	927	2392

Traffic Lane Flows

Lane	Scenario 1: Base 2022 AM
Junction: A129 Rayleigh Road / Stadium Way	
1/1	489
1/2	294
2/1 (with short)	255(In) 144(Out)
2/2 (short)	111
3/1 (with short)	1045(In) 504(Out)
3/2 (short)	541
3/3	165
4/1	615
4/2	541
5/1	309
6/1	633
6/2	294
7/1	144
8/1	927

Lane Saturation Flows

Junction: A129 Rayleigh Road / Stadium Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rayleigh Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (Rayleigh Road (N))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Stadium Way (westbound))	4.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1820	1820
2/2 (Stadium Way (westbound))	3.20	0.00	Y	Arm 4 Right	11.00	100.0 %	1703	1703
3/1 (Rayleigh Road (S))	2.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1875	1875
3/2 (Rayleigh Road (S))	2.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2015	2015
3/3 (Rayleigh Road (S))	2.60	0.00	Y	Arm 5 Right	12.00	100.0 %	1667	1667
4/1 (Rayleigh Road (N) NB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Rayleigh Road (N) NB Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Stadium Way (eastbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rayleigh Road (S) SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Rayleigh Road (S) SB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Left Slip to Stadium Way)	4.25	0.00	N	Arm 5 Left	22.00	100.0 %	2041	2041
8/1 (Rayleigh Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Base 2022 PM' (FG2: 'Base 2022 PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	65	976	1041
	B	175	0	285	460
	C	873	202	0	1075
	Tot.	1048	267	1261	2576

Traffic Lane Flows

Lane	Scenario 2: Base 2022 PM
Junction: A129 Rayleigh Road / Stadium Way	
1/1	524
1/2	452
2/1 (with short)	460(In) 285(Out)
2/2 (short)	175
3/1 (with short)	873(In) 421(Out)
3/2 (short)	452
3/3	202
4/1	596
4/2	452
5/1	267
6/1	809
6/2	452
7/1	65
8/1	1041

Lane Saturation Flows

Junction: A129 Rayleigh Road / Stadium Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rayleigh Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (Rayleigh Road (N))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Stadium Way (westbound))	4.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1820	1820
2/2 (Stadium Way (westbound))	3.20	0.00	Y	Arm 4 Right	11.00	100.0 %	1703	1703
3/1 (Rayleigh Road (S))	2.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1875	1875
3/2 (Rayleigh Road (S))	2.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2015	2015
3/3 (Rayleigh Road (S))	2.60	0.00	Y	Arm 5 Right	12.00	100.0 %	1667	1667
4/1 (Rayleigh Road (N) NB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Rayleigh Road (N) NB Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Stadium Way (eastbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rayleigh Road (S) SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Rayleigh Road (S) SB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Left Slip to Stadium Way)	4.25	0.00	N	Arm 5 Left	22.00	100.0 %	2041	2041
8/1 (Rayleigh Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Base 2026 AM' (FG3: 'Base 2026 AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	146	797	943
	B	113	0	147	260
	C	1064	168	0	1232
	Tot.	1177	314	944	2435

Traffic Lane Flows

Lane	Scenario 3: Base 2026 AM
Junction: A129 Rayleigh Road / Stadium Way	
1/1	489
1/2	308
2/1 (with short)	260(In) 147(Out)
2/2 (short)	113
3/1 (with short)	1064(In) 513(Out)
3/2 (short)	551
3/3	168
4/1	626
4/2	551
5/1	314
6/1	636
6/2	308
7/1	146
8/1	943

Lane Saturation Flows

Junction: A129 Rayleigh Road / Stadium Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rayleigh Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (Rayleigh Road (N))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Stadium Way (westbound))	4.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1820	1820
2/2 (Stadium Way (westbound))	3.20	0.00	Y	Arm 4 Right	11.00	100.0 %	1703	1703
3/1 (Rayleigh Road (S))	2.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1875	1875
3/2 (Rayleigh Road (S))	2.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2015	2015
3/3 (Rayleigh Road (S))	2.60	0.00	Y	Arm 5 Right	12.00	100.0 %	1667	1667
4/1 (Rayleigh Road (N) NB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Rayleigh Road (N) NB Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Stadium Way (eastbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rayleigh Road (S) SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Rayleigh Road (S) SB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Left Slip to Stadium Way)	4.25	0.00	N	Arm 5 Left	22.00	100.0 %	2041	2041
8/1 (Rayleigh Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Base 2026 PM' (FG4: 'Base 2026 PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	66	995	1061
	B	179	0	290	469
	C	890	205	0	1095
	Tot.	1069	271	1285	2625

Traffic Lane Flows

Lane	Scenario 4: Base 2026 PM
Junction: A129 Rayleigh Road / Stadium Way	
1/1	531
1/2	464
2/1 (with short)	469(In) 290(Out)
2/2 (short)	179
3/1 (with short)	890(In) 429(Out)
3/2 (short)	461
3/3	205
4/1	608
4/2	461
5/1	271
6/1	821
6/2	464
7/1	66
8/1	1061

Lane Saturation Flows

Junction: A129 Rayleigh Road / Stadium Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rayleigh Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (Rayleigh Road (N))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Stadium Way (westbound))	4.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1820	1820
2/2 (Stadium Way (westbound))	3.20	0.00	Y	Arm 4 Right	11.00	100.0 %	1703	1703
3/1 (Rayleigh Road (S))	2.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1875	1875
3/2 (Rayleigh Road (S))	2.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2015	2015
3/3 (Rayleigh Road (S))	2.60	0.00	Y	Arm 5 Right	12.00	100.0 %	1667	1667
4/1 (Rayleigh Road (N) NB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Rayleigh Road (N) NB Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Stadium Way (eastbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rayleigh Road (S) SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Rayleigh Road (S) SB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Left Slip to Stadium Way)	4.25	0.00	N	Arm 5 Left	22.00	100.0 %	2041	2041
8/1 (Rayleigh Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Base 2031 AM' (FG5: 'Base 2031 AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	149	811	960
	B	115	0	150	265
	C	1083	171	0	1254
	Tot.	1198	320	961	2479

Traffic Lane Flows

Lane	Scenario 5: Base 2031 AM
Junction: A129 Rayleigh Road / Stadium Way	
1/1	494
1/2	317
2/1 (with short)	265(In) 150(Out)
2/2 (short)	115
3/1 (with short)	1083(In) 522(Out)
3/2 (short)	561
3/3	171
4/1	637
4/2	561
5/1	320
6/1	644
6/2	317
7/1	149
8/1	960

Lane Saturation Flows

Junction: A129 Rayleigh Road / Stadium Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rayleigh Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (Rayleigh Road (N))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Stadium Way (westbound))	4.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1820	1820
2/2 (Stadium Way (westbound))	3.20	0.00	Y	Arm 4 Right	11.00	100.0 %	1703	1703
3/1 (Rayleigh Road (S))	2.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1875	1875
3/2 (Rayleigh Road (S))	2.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2015	2015
3/3 (Rayleigh Road (S))	2.60	0.00	Y	Arm 5 Right	12.00	100.0 %	1667	1667
4/1 (Rayleigh Road (N) NB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Rayleigh Road (N) NB Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Stadium Way (eastbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rayleigh Road (S) SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Rayleigh Road (S) SB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Left Slip to Stadium Way)	4.25	0.00	N	Arm 5 Left	22.00	100.0 %	2041	2041
8/1 (Rayleigh Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Base 2031 PM' (FG6: 'Base 2031 PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	67	1013	1080
	B	182	0	296	478
	C	906	209	0	1115
	Tot.	1088	276	1309	2673

Traffic Lane Flows

Lane	Scenario 6: Base 2031 PM
Junction: A129 Rayleigh Road / Stadium Way	
1/1	537
1/2	476
2/1 (with short)	478(In) 296(Out)
2/2 (short)	182
3/1 (with short)	906(In) 437(Out)
3/2 (short)	469
3/3	209
4/1	619
4/2	469
5/1	276
6/1	833
6/2	476
7/1	67
8/1	1080

Lane Saturation Flows

Junction: A129 Rayleigh Road / Stadium Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rayleigh Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (Rayleigh Road (N))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Stadium Way (westbound))	4.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1820	1820
2/2 (Stadium Way (westbound))	3.20	0.00	Y	Arm 4 Right	11.00	100.0 %	1703	1703
3/1 (Rayleigh Road (S))	2.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1875	1875
3/2 (Rayleigh Road (S))	2.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2015	2015
3/3 (Rayleigh Road (S))	2.60	0.00	Y	Arm 5 Right	12.00	100.0 %	1667	1667
4/1 (Rayleigh Road (N) NB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Rayleigh Road (N) NB Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Stadium Way (eastbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rayleigh Road (S) SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Rayleigh Road (S) SB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Left Slip to Stadium Way)	4.25	0.00	N	Arm 5 Left	22.00	100.0 %	2041	2041
8/1 (Rayleigh Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 + Dev AM' (FG7: '2026+Dev AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	170	818	988
	B	155	0	185	340
	C	1102	190	0	1292
	Tot.	1257	360	1003	2620

Traffic Lane Flows

Lane	Scenario 7: 2026 + Dev AM
Junction: A129 Rayleigh Road / Stadium Way	
1/1	484
1/2	334
2/1 (with short)	340(In) 185(Out)
2/2 (short)	155
3/1 (with short)	1102(In) 531(Out)
3/2 (short)	571
3/3	190
4/1	686
4/2	571
5/1	360
6/1	669
6/2	334
7/1	170
8/1	988

Lane Saturation Flows

Junction: A129 Rayleigh Road / Stadium Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rayleigh Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (Rayleigh Road (N))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Stadium Way (westbound))	4.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1820	1820
2/2 (Stadium Way (westbound))	3.20	0.00	Y	Arm 4 Right	11.00	100.0 %	1703	1703
3/1 (Rayleigh Road (S))	2.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1875	1875
3/2 (Rayleigh Road (S))	2.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2015	2015
3/3 (Rayleigh Road (S))	2.60	0.00	Y	Arm 5 Right	12.00	100.0 %	1667	1667
4/1 (Rayleigh Road (N) NB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Rayleigh Road (N) NB Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Stadium Way (eastbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rayleigh Road (S) SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Rayleigh Road (S) SB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Left Slip to Stadium Way)	4.25	0.00	N	Arm 5 Left	22.00	100.0 %	2041	2041
8/1 (Rayleigh Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2026 + Dev PM' (FG8: '2026+Dev PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	105	1031	1136
	B	202	0	312	514
	C	912	242	0	1154
	Tot.	1114	347	1343	2804

Traffic Lane Flows

Lane	Scenario 8: 2026 + Dev PM
Junction: A129 Rayleigh Road / Stadium Way	
1/1	531
1/2	500
2/1 (with short)	514(In) 312(Out)
2/2 (short)	202
3/1 (with short)	912(In) 440(Out)
3/2 (short)	472
3/3	242
4/1	642
4/2	472
5/1	347
6/1	843
6/2	500
7/1	105
8/1	1136

Lane Saturation Flows

Junction: A129 Rayleigh Road / Stadium Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rayleigh Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (Rayleigh Road (N))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Stadium Way (westbound))	4.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1820	1820
2/2 (Stadium Way (westbound))	3.20	0.00	Y	Arm 4 Right	11.00	100.0 %	1703	1703
3/1 (Rayleigh Road (S))	2.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1875	1875
3/2 (Rayleigh Road (S))	2.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2015	2015
3/3 (Rayleigh Road (S))	2.60	0.00	Y	Arm 5 Right	12.00	100.0 %	1667	1667
4/1 (Rayleigh Road (N) NB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Rayleigh Road (N) NB Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Stadium Way (eastbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rayleigh Road (S) SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Rayleigh Road (S) SB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Left Slip to Stadium Way)	4.25	0.00	N	Arm 5 Left	22.00	100.0 %	2041	2041
8/1 (Rayleigh Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2031+Dev AM' (FG9: '2031+Dev AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	172	832	1004
	B	157	0	188	345
	C	1120	193	0	1313
	Tot.	1277	365	1020	2662

Traffic Lane Flows

Lane	Scenario 9: 2031+Dev AM
Junction: A129 Rayleigh Road / Stadium Way	
1/1	489
1/2	343
2/1 (with short)	345(In) 188(Out)
2/2 (short)	157
3/1 (with short)	1120(In) 540(Out)
3/2 (short)	580
3/3	193
4/1	697
4/2	580
5/1	365
6/1	677
6/2	343
7/1	172
8/1	1004

Lane Saturation Flows

Junction: A129 Rayleigh Road / Stadium Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rayleigh Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (Rayleigh Road (N))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Stadium Way (westbound))	4.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1820	1820
2/2 (Stadium Way (westbound))	3.20	0.00	Y	Arm 4 Right	11.00	100.0 %	1703	1703
3/1 (Rayleigh Road (S))	2.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1875	1875
3/2 (Rayleigh Road (S))	2.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2015	2015
3/3 (Rayleigh Road (S))	2.60	0.00	Y	Arm 5 Right	12.00	100.0 %	1667	1667
4/1 (Rayleigh Road (N) NB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Rayleigh Road (N) NB Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Stadium Way (eastbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rayleigh Road (S) SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Rayleigh Road (S) SB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Left Slip to Stadium Way)	4.25	0.00	N	Arm 5 Left	22.00	100.0 %	2041	2041
8/1 (Rayleigh Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2031+Dev PM' (FG10: '2031+Dev PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	106	1049	1155
	B	206	0	318	524
	C	928	246	0	1174
	Tot.	1134	352	1367	2853

Traffic Lane Flows

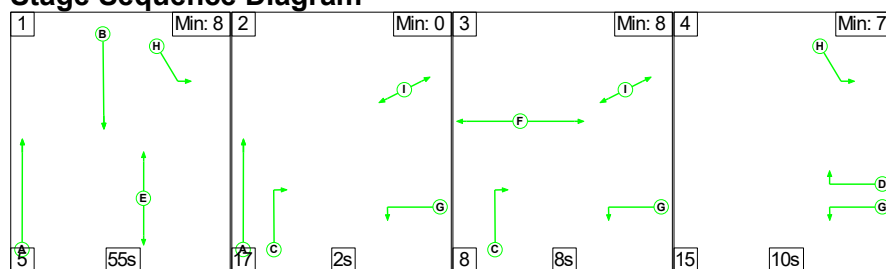
Lane	Scenario 10: 2031+Dev PM
Junction: A129 Rayleigh Road / Stadium Way	
1/1	538
1/2	511
2/1 (with short)	524(In) 318(Out)
2/2 (short)	206
3/1 (with short)	928(In) 447(Out)
3/2 (short)	481
3/3	246
4/1	653
4/2	481
5/1	352
6/1	856
6/2	511
7/1	106
8/1	1155

Junction: A129 Rayleigh Road / Stadium Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rayleigh Road (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (Rayleigh Road (N))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Stadium Way (westbound))	4.00	0.00	Y	Arm 6 Left	14.00	100.0 %	1820	1820
2/2 (Stadium Way (westbound))	3.20	0.00	Y	Arm 4 Right	11.00	100.0 %	1703	1703
3/1 (Rayleigh Road (S))	2.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1875	1875
3/2 (Rayleigh Road (S))	2.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2015	2015
3/3 (Rayleigh Road (S))	2.60	0.00	Y	Arm 5 Right	12.00	100.0 %	1667	1667
4/1 (Rayleigh Road (N) NB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Rayleigh Road (N) NB Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Stadium Way (eastbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rayleigh Road (S) SB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Rayleigh Road (S) SB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Left Slip to Stadium Way)	4.25	0.00	N	Arm 5 Left	22.00	100.0 %	2041	2041
8/1 (Rayleigh Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf

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Scenario 1: 'Base 2022 AM' (FG1: 'Base 2022 AM', Plan 1: 'Network Control Plan 1')

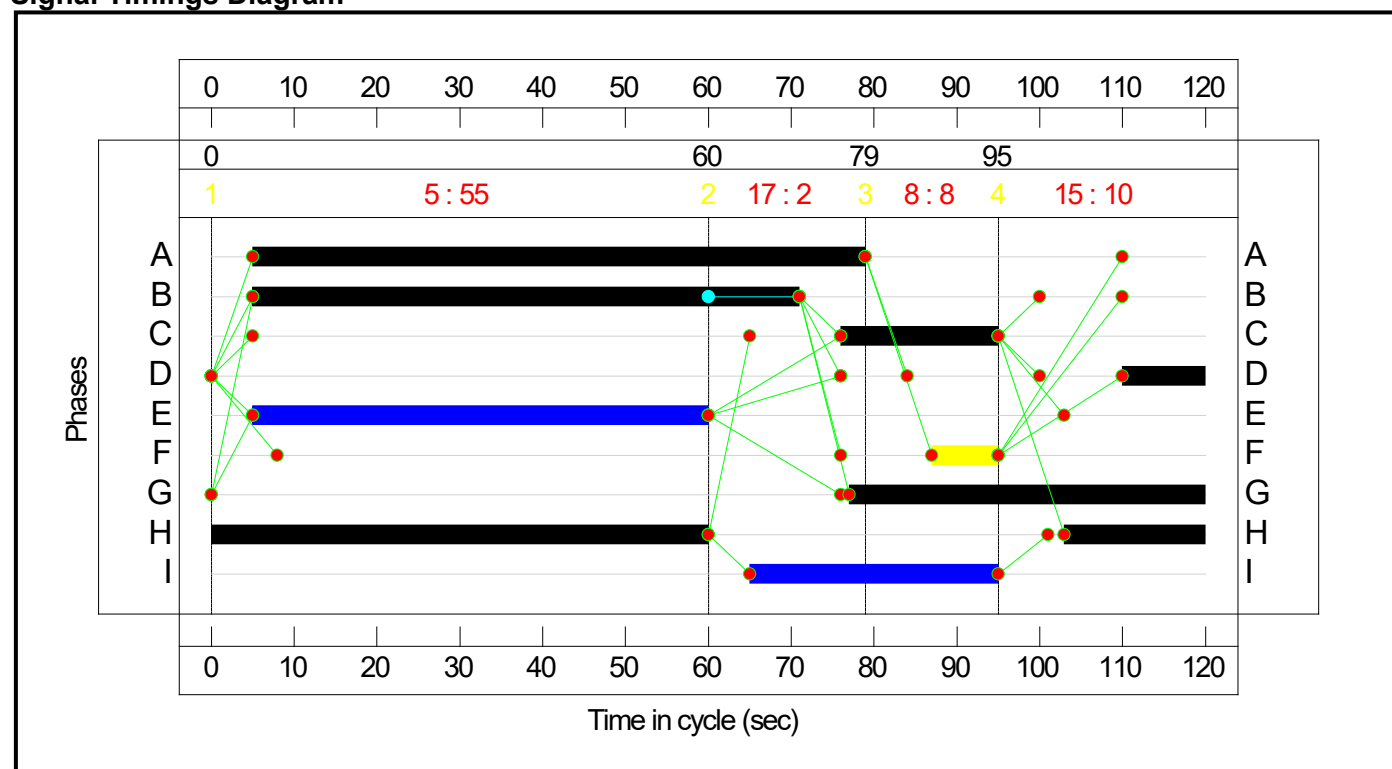
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	55	2	8	10
Change Point	0	60	79	95

Signal Timings Diagram



Full Input Data And Results

Created 01/07/2022

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Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	74.1%
A129 Rayleigh Road / Stadium Way	-	-	N/A	-	-		-	-	-	-	-	-	74.1%
1/1	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	66	-	489	1915	1069	45.7%
1/2	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	66	-	294	2055	1147	25.6%
2/1+2/2	Stadium Way (westbound) Right Left	U	N/A	N/A	G D		1	43:10	-	255	1820:1703	203+156	71.1 : 71.1%
3/1+3/2	Rayleigh Road (S) Ahead	U	N/A	N/A	A		1	74	-	1045	1875:2015	680+730	74.1 : 74.1%
3/3	Rayleigh Road (S) Right	U	N/A	N/A	C		1	19	-	165	1667	278	59.4%
4/1	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
4/2	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
5/1	Stadium Way (eastbound)	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
6/1	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
6/2	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
7/1	Left Slip to Stadium Way Left	U	N/A	N/A	H		1	77	-	144	2041	1327	10.9%
8/1	Rayleigh Road (N) Ahead Ahead2	U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%

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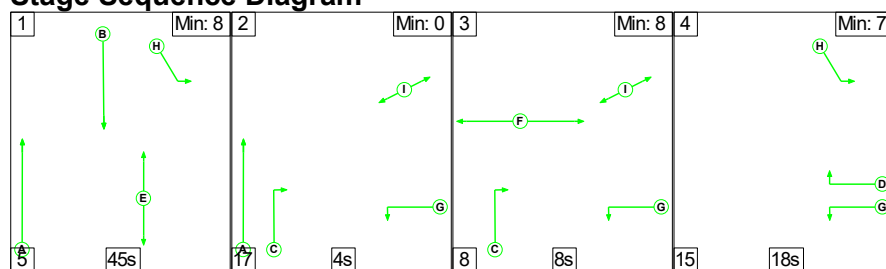
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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	11.9	4.0	0.0	15.9	-	-	-	-
A129 Rayleigh Road / Stadium Way	-	-	0	0	0	11.9	4.0	0.0	15.9	-	-	-	-
1/1	489	489	-	-	-	2.1	0.4	-	2.6	18.8	9.6	0.4	10.1
1/2	294	294	-	-	-	1.1	0.2	-	1.3	15.8	5.0	0.2	5.2
2/1+2/2	255	255	-	-	-	2.7	1.2	-	3.9	54.8	3.6	1.2	4.8
3/1+3/2	1045	1045	-	-	-	3.5	1.4	-	4.9	16.9	14.1	1.4	15.5
3/3	165	165	-	-	-	2.1	0.7	-	2.8	62.0	5.0	0.7	5.8
4/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	144	144	-	-	-	0.3	0.1	-	0.4	9.4	1.8	0.1	1.9
8/1	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1					PRC for Signalled Lanes (%): 21.5	Total Delay for Signalled Lanes (pcuHr): 15.86			15.86	Cycle Time (s): 120			
					PRC Over All Lanes (%): 21.5	Total Delay Over All Lanes(pcuHr): 15.86							

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Scenario 2: 'Base 2022 PM' (FG2: 'Base 2022 PM', Plan 1: 'Network Control Plan 1')

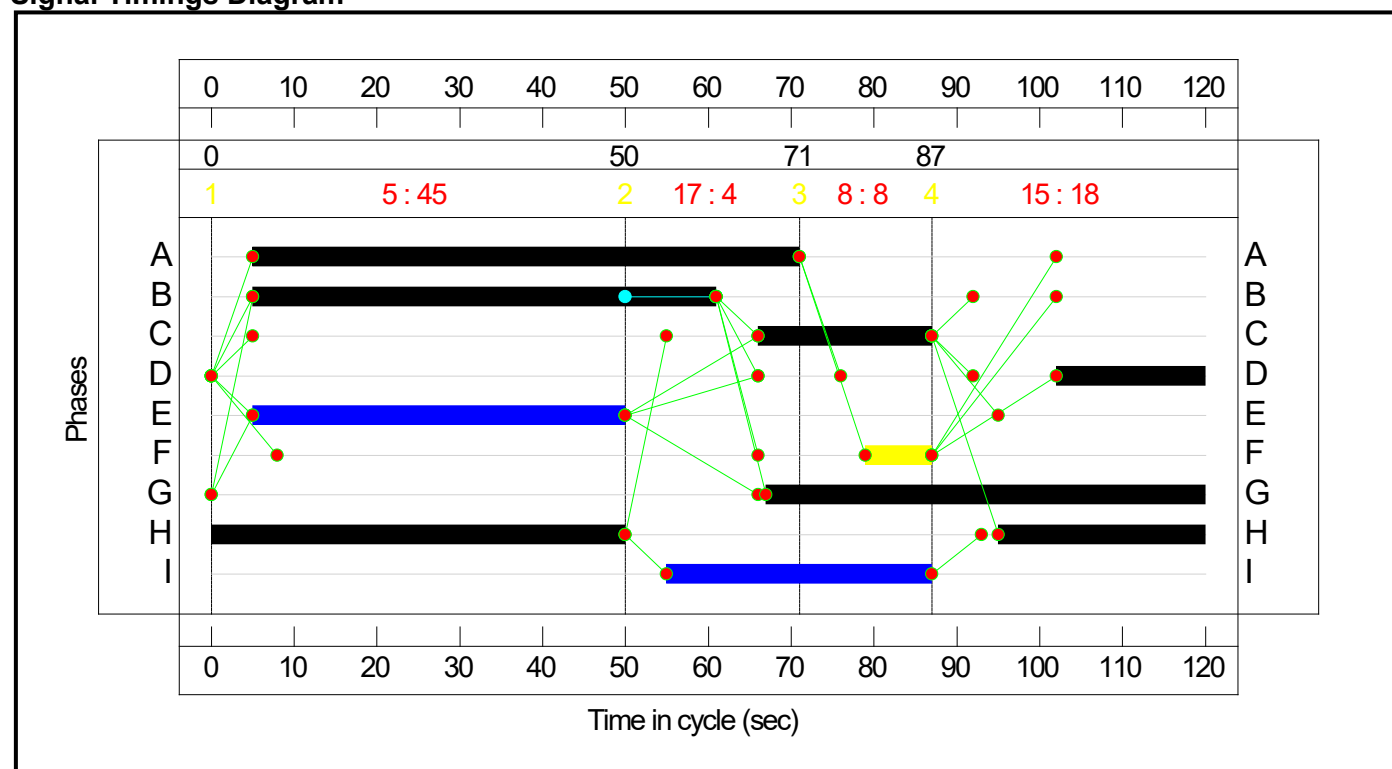
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	45	4	8	18
Change Point	0	50	71	87

Signal Timings Diagram



Full Input Data And Results

Created 01/07/2022

J:\47268 - Hadleigh Site Castle Point\Calculations\Transport\Junction Capacity Assessments\LinSIG\J18_Rayleigh Road & Stadium Way\2022 counts\J18_Rayleigh Road & Stadium Way_002.lsg3x

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	68.2%
A129 Rayleigh Road / Stadium Way	-	-	N/A	-	-		-	-	-	-	-	-	68.2%
1/1	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	56	-	524	1915	910	57.6%
1/2	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	56	-	452	2055	976	46.3%
2/1+2/2	Stadium Way (westbound) Right Left	U	N/A	N/A	G D		1	53:18	-	460	1820:1703	439+270	64.9 : 64.9%
3/1+3/2	Rayleigh Road (S) Ahead	U	N/A	N/A	A		1	66	-	873	1875:2015	618+663	68.2 : 68.2%
3/3	Rayleigh Road (S) Right	U	N/A	N/A	C		1	21	-	202	1667	306	66.1%
4/1	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
4/2	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
5/1	Stadium Way (eastbound)	U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
6/1	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
6/2	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
7/1	Left Slip to Stadium Way Left	U	N/A	N/A	H		1	75	-	65	2041	1293	5.0%
8/1	Rayleigh Road (N) Ahead Ahead2	U	N/A	N/A	-		-	-	-	1041	Inf	Inf	0.0%

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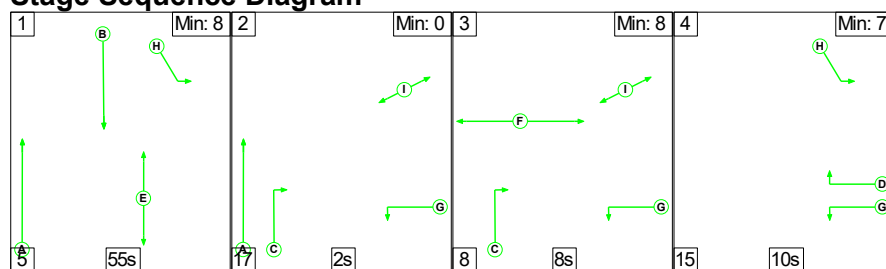
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Scenario 3: 'Base 2026 AM' (FG3: 'Base 2026 AM', Plan 1: 'Network Control Plan 1')

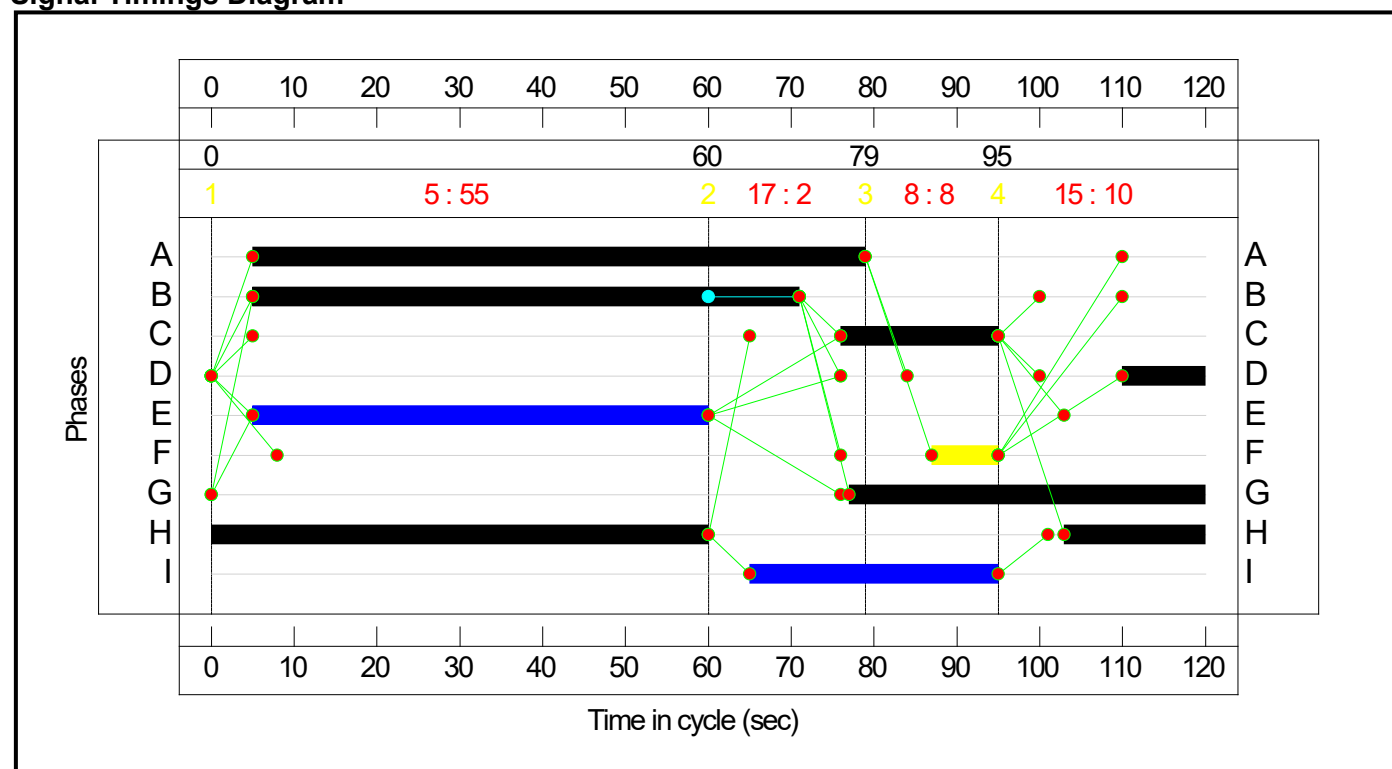
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	55	2	8	10
Change Point	0	60	79	95

Signal Timings Diagram



Full Input Data And Results

Created 01/07/2022

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Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	75.4%
A129 Rayleigh Road / Stadium Way	-	-	N/A	-	-		-	-	-	-	-	-	75.4%
1/1	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	66	-	489	1915	1069	45.7%
1/2	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	66	-	308	2055	1147	26.8%
2/1+2/2	Stadium Way (westbound) Right Left	U	N/A	N/A	G D		1	43:10	-	260	1820:1703	203+156	72.4 : 72.4%
3/1+3/2	Rayleigh Road (S) Ahead	U	N/A	N/A	A		1	74	-	1064	1875:2015	680+730	75.4 : 75.4%
3/3	Rayleigh Road (S) Right	U	N/A	N/A	C		1	19	-	168	1667	278	60.5%
4/1	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
4/2	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
5/1	Stadium Way (eastbound)	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
6/1	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%
6/2	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
7/1	Left Slip to Stadium Way Left	U	N/A	N/A	H		1	77	-	146	2041	1327	11.0%
8/1	Rayleigh Road (N) Ahead Ahead2	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%

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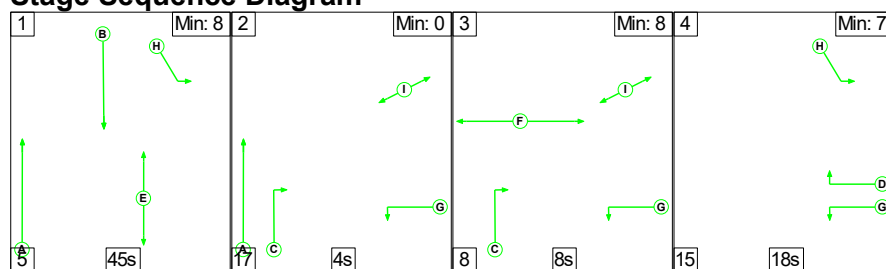
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Scenario 4: 'Base 2026 PM' (FG4: 'Base 2026 PM', Plan 1: 'Network Control Plan 1')

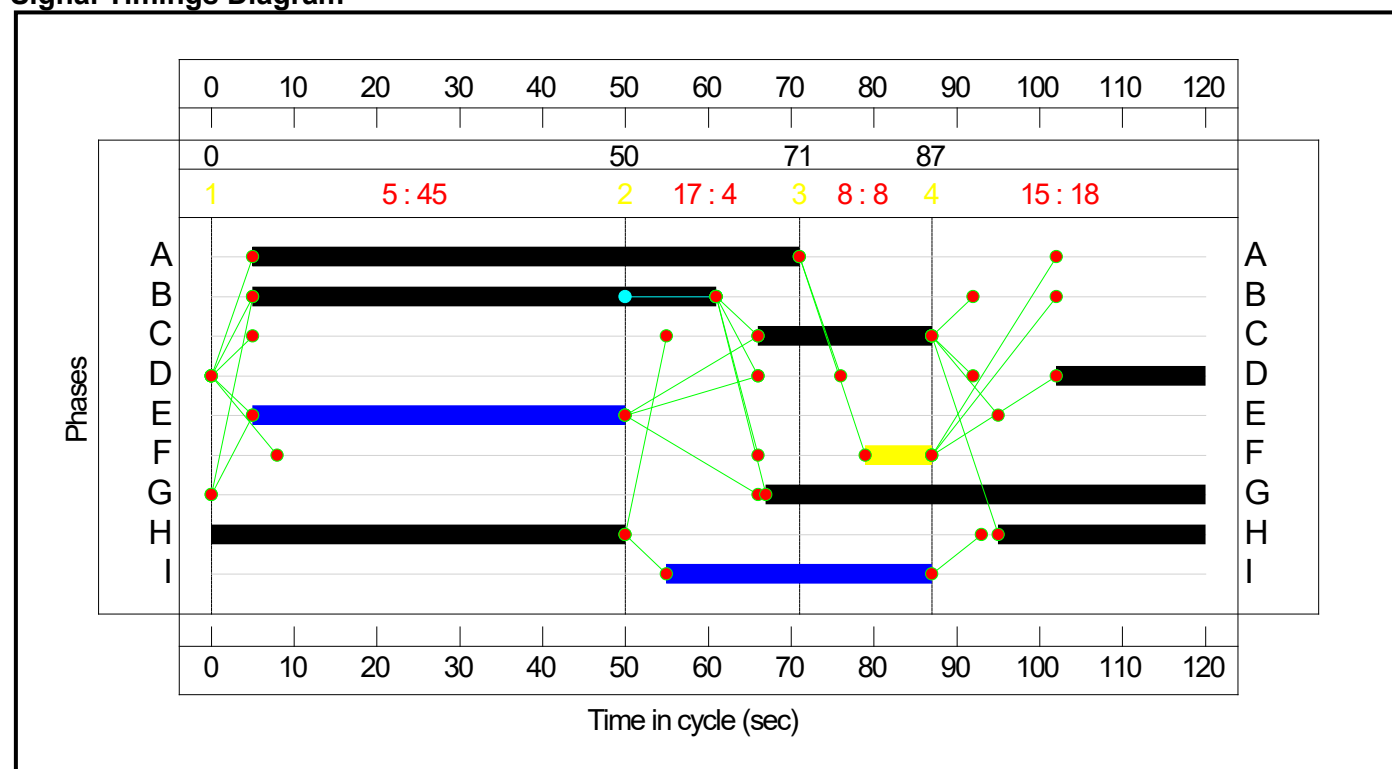
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	45	4	8	18
Change Point	0	50	71	87

Signal Timings Diagram



Full Input Data And Results

Created 01/07/2022

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Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.5%
A129 Rayleigh Road / Stadium Way	-	-	N/A	-	-		-	-	-	-	-	-	69.5%
1/1	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	56	-	531	1915	910	58.4%
1/2	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	56	-	464	2055	976	47.5%
2/1+2/2	Stadium Way (westbound) Right Left	U	N/A	N/A	G D		1	53:18	-	469	1820:1703	437+270	66.4 : 66.4%
3/1+3/2	Rayleigh Road (S) Ahead	U	N/A	N/A	A		1	66	-	890	1875:2015	617+663	69.5 : 69.5%
3/3	Rayleigh Road (S) Right	U	N/A	N/A	C		1	21	-	205	1667	306	67.1%
4/1	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
4/2	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
5/1	Stadium Way (eastbound)	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
6/1	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	821	Inf	Inf	0.0%
6/2	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
7/1	Left Slip to Stadium Way Left	U	N/A	N/A	H		1	75	-	66	2041	1293	5.1%
8/1	Rayleigh Road (N) Ahead Ahead2	U	N/A	N/A	-		-	-	-	1061	Inf	Inf	0.0%

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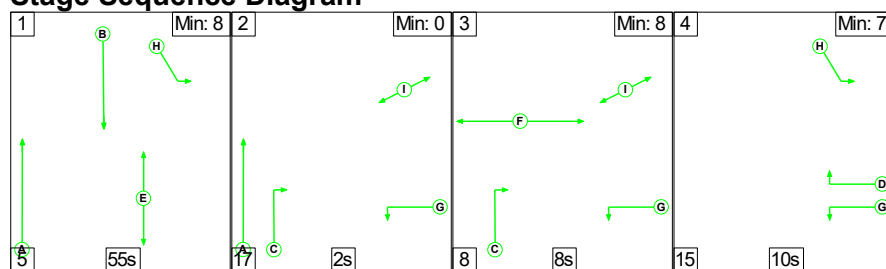
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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	16.8	4.3	0.0	21.1	-	-	-	-
A129 Rayleigh Road / Stadium Way	-	-	0	0	0	16.8	4.3	0.0	21.1	-	-	-	-
1/1	531	531	-	-	-	3.4	0.7	-	4.1	27.6	12.8	0.7	13.5
1/2	464	464	-	-	-	2.8	0.5	-	3.2	24.9	10.4	0.5	10.9
2/1+2/2	469	469	-	-	-	4.1	1.0	-	5.1	39.0	6.3	1.0	7.3
3/1+3/2	890	890	-	-	-	3.8	1.1	-	5.0	20.1	12.0	1.1	13.2
3/3	205	205	-	-	-	2.6	1.0	-	3.6	63.2	6.3	1.0	7.3
4/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	66	66	-	-	-	0.2	0.0	-	0.2	9.8	0.8	0.0	0.9
8/1	1061	1061	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1					PRC for Signalled Lanes (%): 29.5 PRC Over All Lanes (%): 29.5	Total Delay for Signalled Lanes (pcuHr): 21.11 Total Delay Over All Lanes(pcuHr): 21.11			21.11	Cycle Time (s): 120			

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Scenario 5: 'Base 2031 AM' (FG5: 'Base 2031 AM', Plan 1: 'Network Control Plan 1')

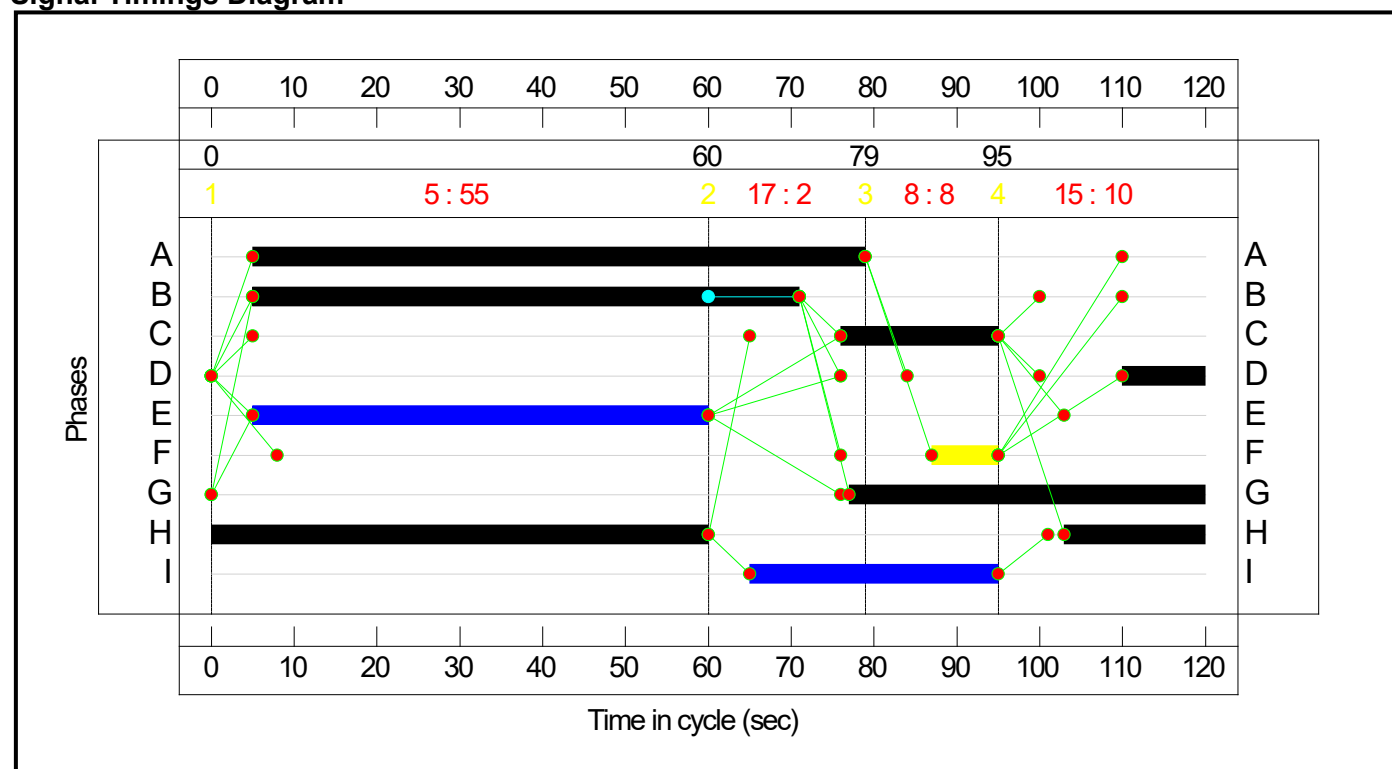
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	55	2	8	10
Change Point	0	60	79	95

Signal Timings Diagram



Full Input Data And Results

Created 01/07/2022

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Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
A129 Rayleigh Road / Stadium Way	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
1/1	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	66	-	494	1915	1069	46.2%
1/2	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	66	-	317	2055	1147	27.6%
2/1+2/2	Stadium Way (westbound) Right Left	U	N/A	N/A	G D		1	43:10	-	265	1820:1703	204+156	73.7 : 73.7%
3/1+3/2	Rayleigh Road (S) Ahead	U	N/A	N/A	A		1	74	-	1083	1875:2015	680+731	76.8 : 76.8%
3/3	Rayleigh Road (S) Right	U	N/A	N/A	C		1	19	-	171	1667	278	61.5%
4/1	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
4/2	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
5/1	Stadium Way (eastbound)	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
6/1	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
6/2	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
7/1	Left Slip to Stadium Way Left	U	N/A	N/A	H		1	77	-	149	2041	1327	
8/1	Rayleigh Road (N) Ahead Ahead2	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%

Created 01/07/2022

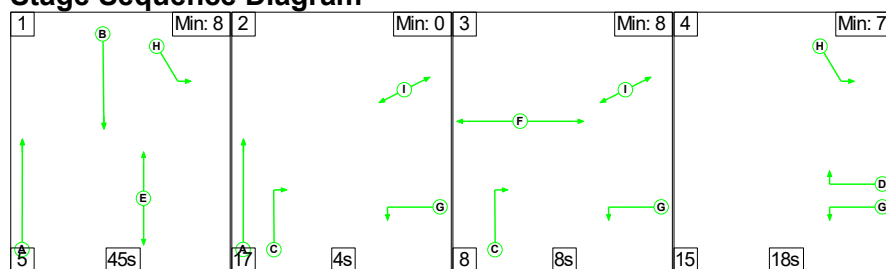
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Scenario 6: 'Base 2031 PM' (FG6: 'Base 2031 PM', Plan 1: 'Network Control Plan 1')

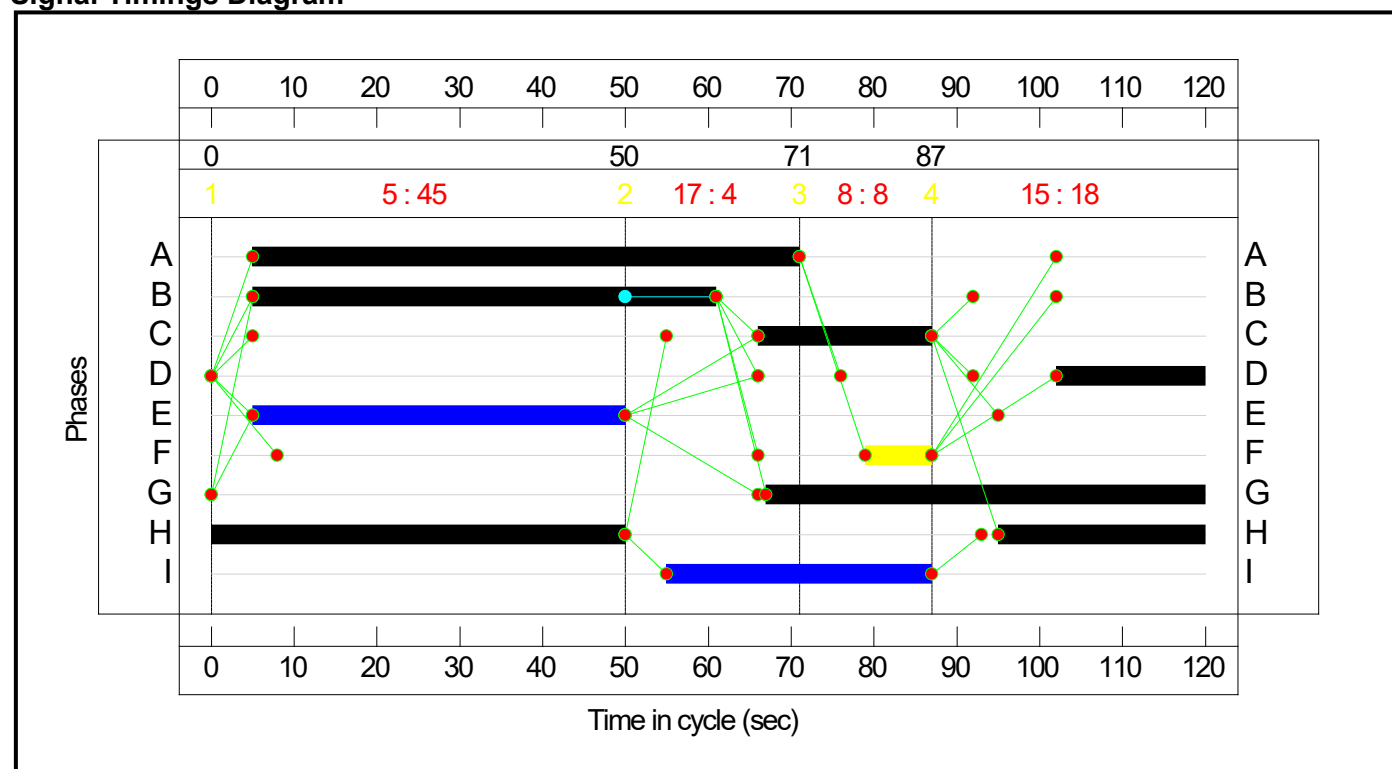
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	45	4	8	18
Change Point	0	50	71	87

Signal Timings Diagram



Full Input Data And Results

Created 01/07/2022

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Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.7%
A129 Rayleigh Road / Stadium Way	-	-	N/A	-	-		-	-	-	-	-	-	70.7%
1/1	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	56	-	537	1915	910	59.0%
1/2	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	56	-	476	2055	976	48.8%
2/1+2/2	Stadium Way (westbound) Right Left	U	N/A	N/A	G D		1	53:18	-	478	1820:1703	439+270	67.5 : 67.5%
3/1+3/2	Rayleigh Road (S) Ahead	U	N/A	N/A	A		1	66	-	906	1875:2015	618+663	70.7 : 70.7%
3/3	Rayleigh Road (S) Right	U	N/A	N/A	C		1	21	-	209	1667	306	68.4%
4/1	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
4/2	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
5/1	Stadium Way (eastbound)	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
6/1	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
6/2	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
7/1	Left Slip to Stadium Way Left	U	N/A	N/A	H		1	75	-	67	2041	1293	5.2%
8/1	Rayleigh Road (N) Ahead Ahead2	U	N/A	N/A	-		-	-	-	1080	Inf	Inf	0.0%

Created 01/07/2022

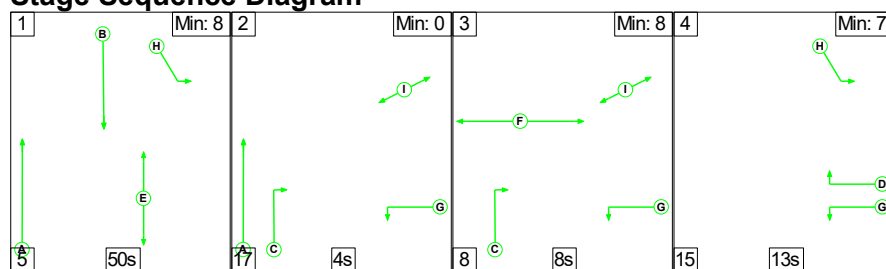
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Scenario 7: '2026 + Dev AM' (FG7: '2026+Dev AM', Plan 1: 'Network Control Plan 1')

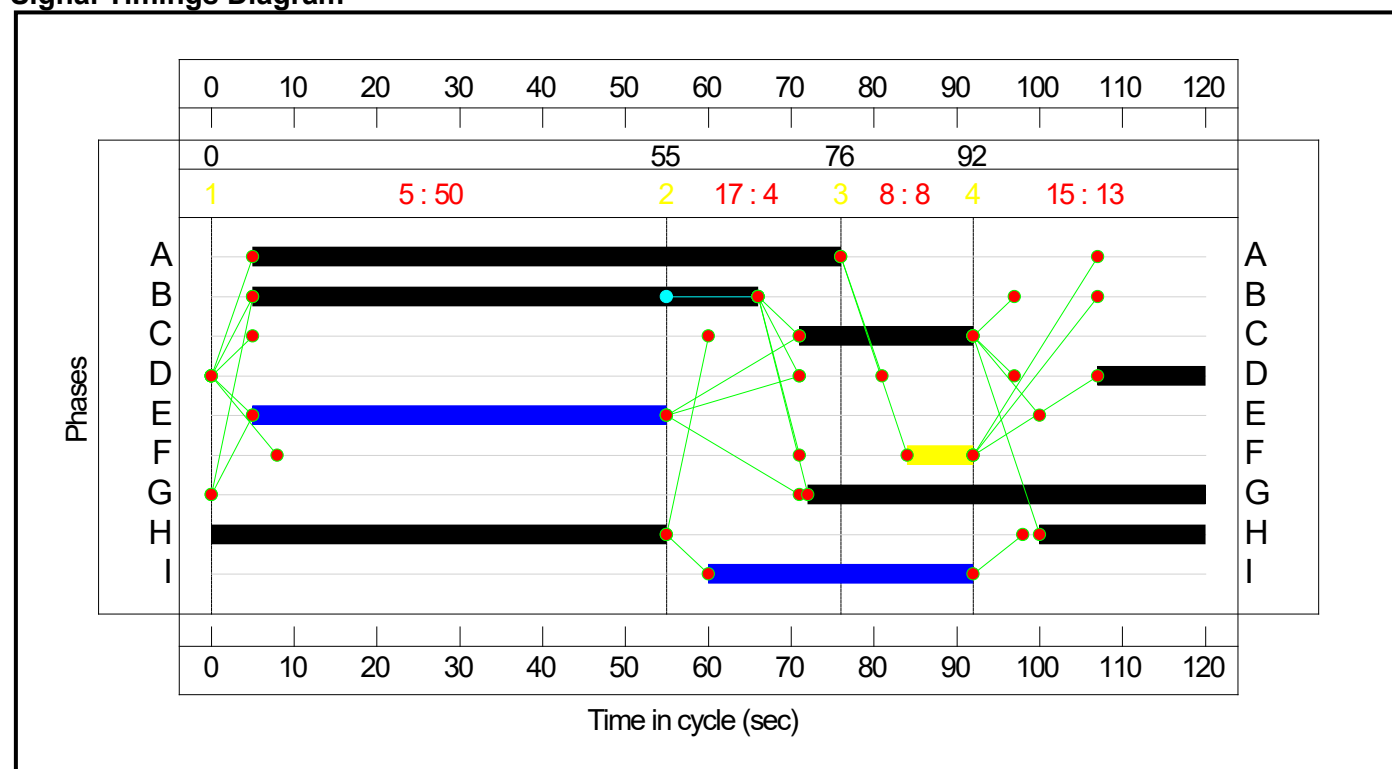
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	50	4	8	13
Change Point	0	55	76	92

Signal Timings Diagram



Full Input Data And Results

Created 01/07/2022

J:\47268 - Hadleigh Site Castle Point\Calculations\Transport\Junction Capacity Assessments\LinSIG\J18_Rayleigh Road & Stadium Way\2022 counts\J18_Rayleigh Road & Stadium Way_002.lsg3x

Network Results

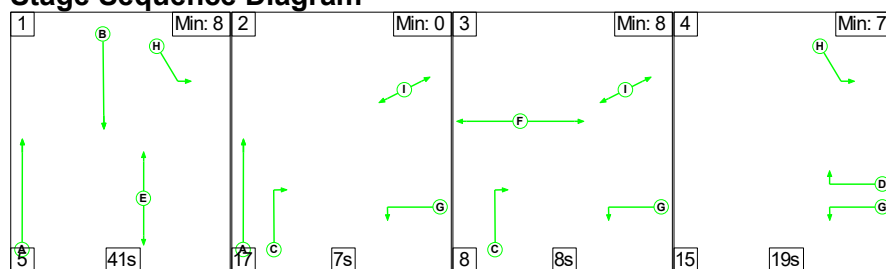
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
A129 Rayleigh Road / Stadium Way	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
1/1	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	61	-	484	1915	989	48.9%
1/2	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	61	-	334	2055	1062	31.5%
2/1+2/2	Stadium Way (westbound) Right Left	U	N/A	N/A	G D		1	48:13	-	340	1820:1703	237+199	78.0 : 78.0%
3/1+3/2	Rayleigh Road (S) Ahead	U	N/A	N/A	A		1	71	-	1102	1875:2015	656+706	80.9 : 80.9%
3/3	Rayleigh Road (S) Right	U	N/A	N/A	C		1	21	-	190	1667	306	62.2%
4/1	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
4/2	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
5/1	Stadium Way (eastbound)	U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
6/1	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
6/2	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
7/1	Left Slip to Stadium Way Left	U	N/A	N/A	H		1	75	-	170	2041	1293	13.2%
8/1	Rayleigh Road (N) Ahead Ahead2	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%

[illegible]

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Scenario 8: '2026 + Dev PM' (FG8: '2026+Dev PM', Plan 1: 'Network Control Plan 1')

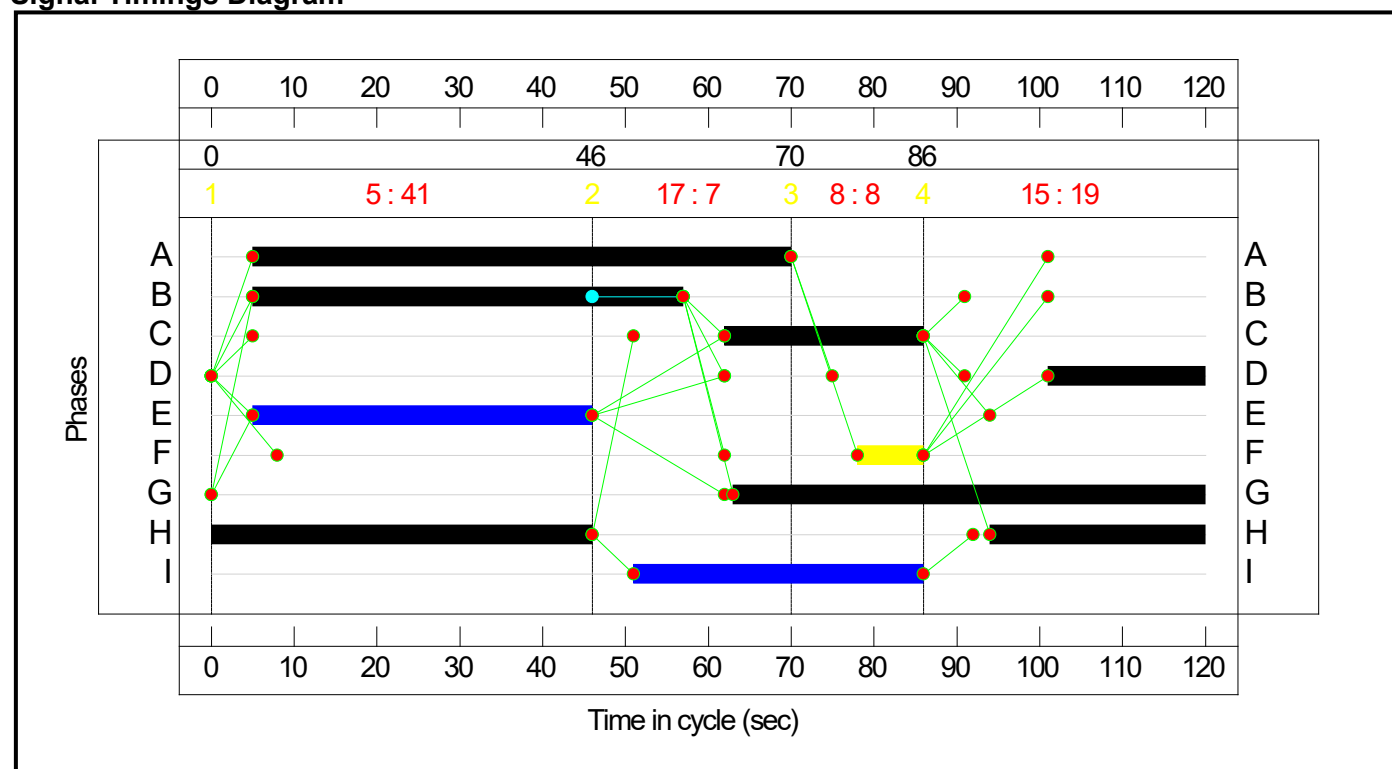
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	41	7	8	19
Change Point	0	46	70	86

Signal Timings Diagram



Full Input Data And Results

Created 01/07/2022

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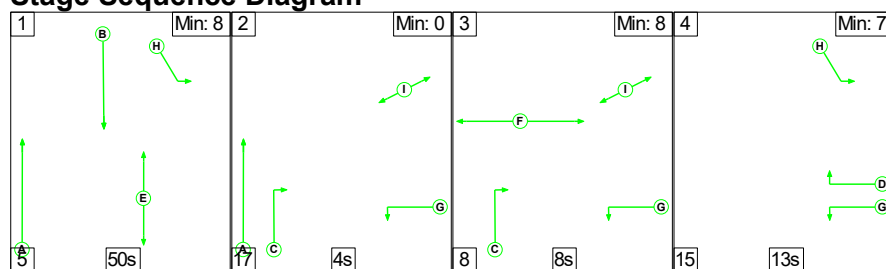
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.1%
A129 Rayleigh Road / Stadium Way	-	-	N/A	-	-		-	-	-	-	-	-	72.1%
1/1	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	52	-	531	1915	846	62.8%
1/2	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	52	-	500	2055	908	55.1%
2/1+2/2	Stadium Way (westbound) Right Left	U	N/A	N/A	G D		1	57:19	-	514	1820:1703	438+284	71.2 : 71.2%
3/1+3/2	Rayleigh Road (S) Ahead	U	N/A	N/A	A		1	65	-	912	1875:2015	610+655	72.1 : 72.1%
3/3	Rayleigh Road (S) Right	U	N/A	N/A	C		1	24	-	242	1667	347	69.7%
4/1	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
4/2	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
5/1	Stadium Way (eastbound)	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
6/1	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	843	Inf	Inf	0.0%
6/2	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
7/1	Left Slip to Stadium Way Left	U	N/A	N/A	H		1	72	-	105	2041	1242	8.5%
8/1	Rayleigh Road (N) Ahead Ahead2	U	N/A	N/A	-		-	-	-	1136	Inf	Inf	0.0%

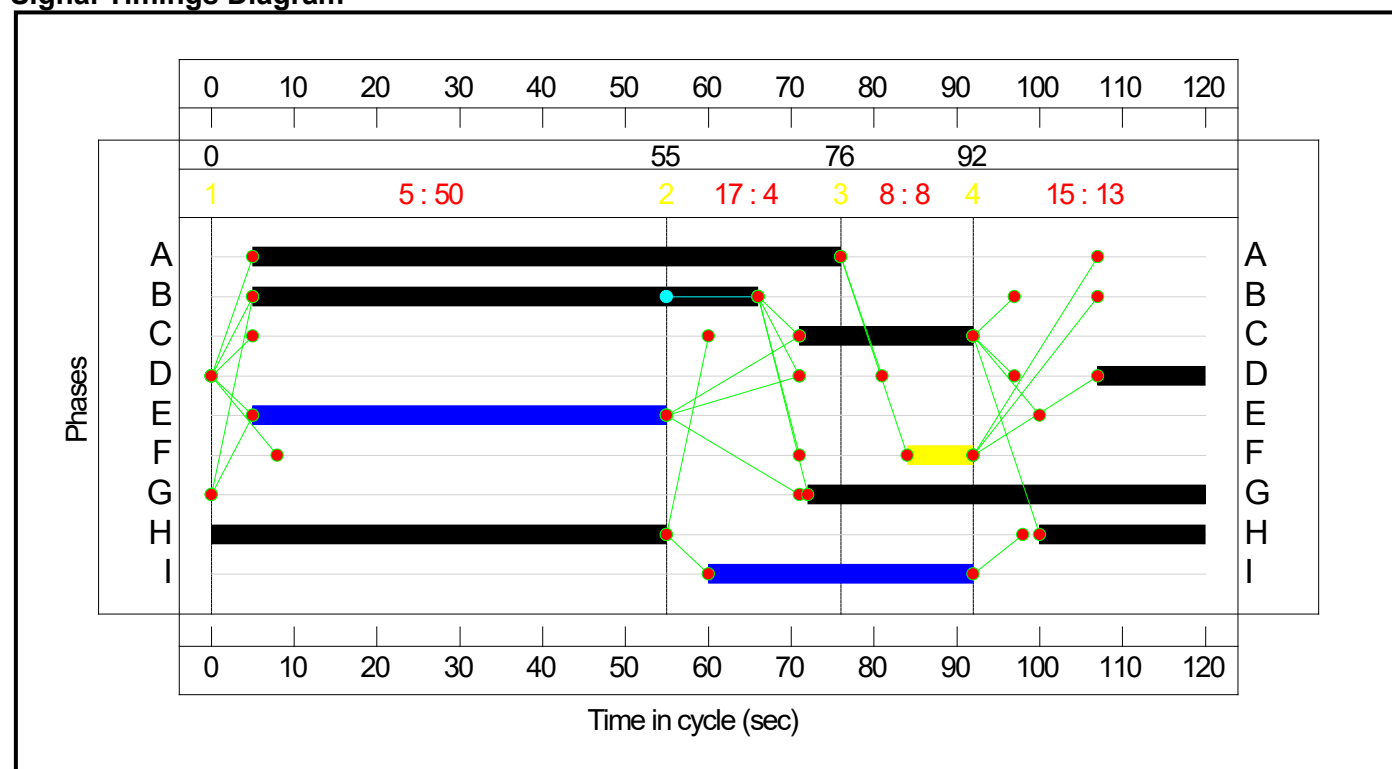
Created 01/07/2022

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[illegible]

Stage Sequence Diagram**Stage Timings**

Stage	1	2	3	4
Duration	50	4	8	13
Change Point	0	55	76	92

Signal Timings Diagram

Full Input Data And Results

Created 01/07/2022

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Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.2%
A129 Rayleigh Road / Stadium Way	-	-	N/A	-	-		-	-	-	-	-	-	82.2%
1/1	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	61	-	489	1915	989	49.4%
1/2	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	61	-	343	2055	1062	32.3%
2/1+2/2	Stadium Way (westbound) Right Left	U	N/A	N/A	G D		1	48:13	-	345	1820:1703	238+199	79.0 : 79.0%
3/1+3/2	Rayleigh Road (S) Ahead	U	N/A	N/A	A		1	71	-	1120	1875:2015	657+705	82.2 : 82.2%
3/3	Rayleigh Road (S) Right	U	N/A	N/A	C		1	21	-	193	1667	306	63.2%
4/1	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
4/2	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
5/1	Stadium Way (eastbound)	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
6/1	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
6/2	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
7/1	Left Slip to Stadium Way Left	U	N/A	N/A	H		1	75	-	172	2041	1293	13.3%
8/1	Rayleigh Road (N) Ahead Ahead2	U	N/A	N/A	-		-	-	-	1004	Inf	Inf	0.0%

Created 01/07/2022

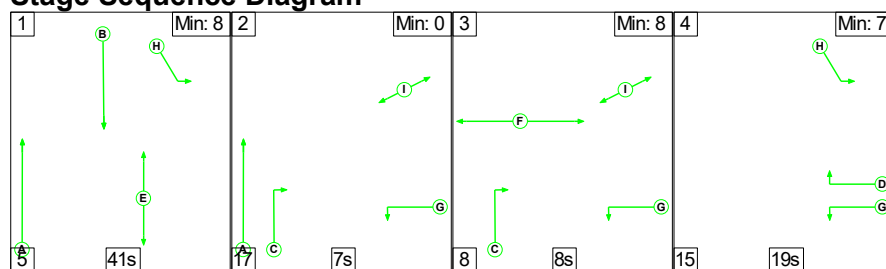
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Scenario 10: '2031+Dev PM' (FG10: '2031+Dev PM', Plan 1: 'Network Control Plan 1')

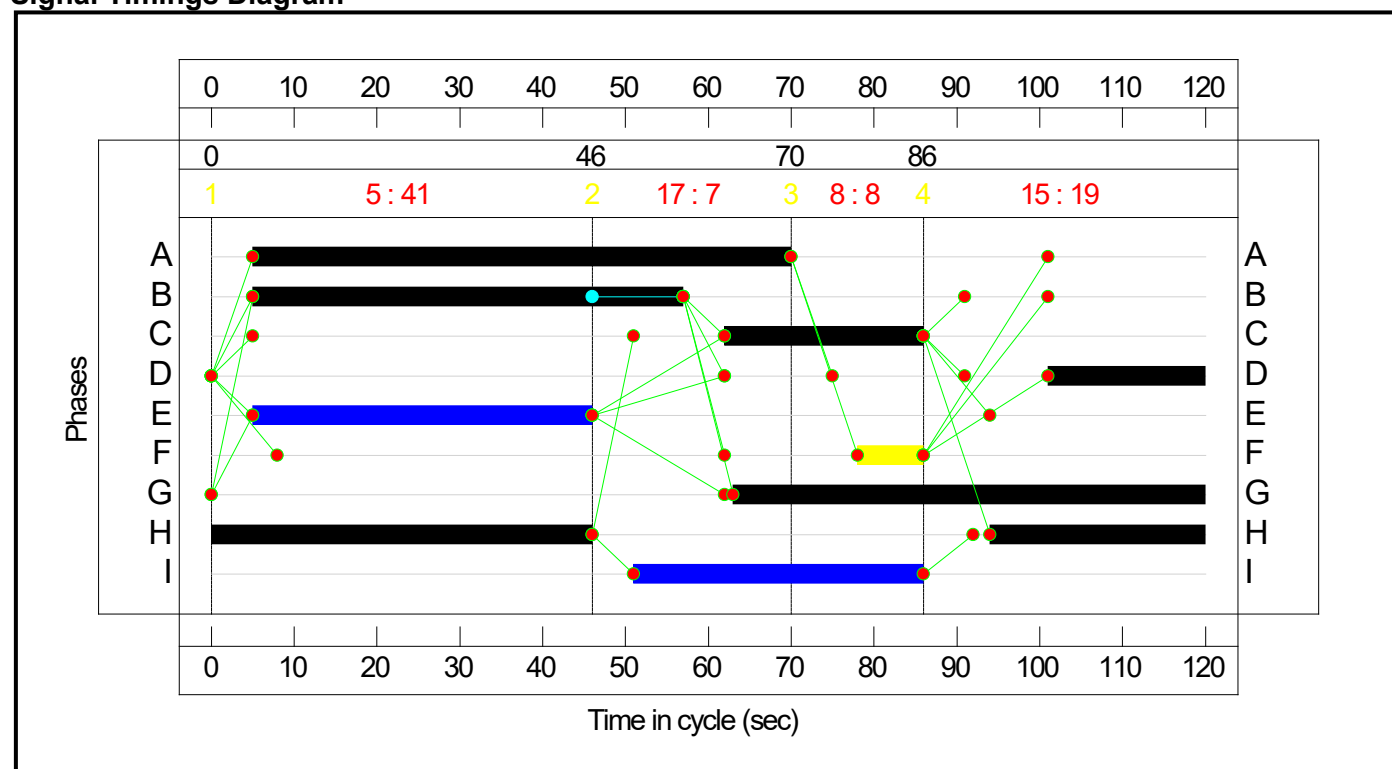
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	41	7	8	19
Change Point	0	46	70	86

Signal Timings Diagram



Full Input Data And Results

Created 01/07/2022

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Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	73.4%
A129 Rayleigh Road / Stadium Way	-	-	N/A	-	-		-	-	-	-	-	-	73.4%
1/1	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	52	-	538	1915	846	63.6%
1/2	Rayleigh Road (N) Ahead	U	N/A	N/A	B		1	52	-	511	2055	908	56.3%
2/1+2/2	Stadium Way (westbound) Right Left	U	N/A	N/A	G D		1	57:19	-	524	1820:1703	438+284	72.6 : 72.6%
3/1+3/2	Rayleigh Road (S) Ahead	U	N/A	N/A	A		1	65	-	928	1875:2015	609+655	73.4 : 73.4%
3/3	Rayleigh Road (S) Right	U	N/A	N/A	C		1	24	-	246	1667	347	70.8%
4/1	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
4/2	Rayleigh Road (N) NB	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
5/1	Stadium Way (eastbound)	U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
6/1	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
6/2	Rayleigh Road (S) SB	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
7/1	Left Slip to Stadium Way Left	U	N/A	N/A	H		1	72	-	106	2041	1242	8.5%
8/1	Rayleigh Road (N) Ahead Ahead2	U	N/A	N/A	-		-	-	-	1155	Inf	Inf	0.0%

Created 01/07/2022

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[illegible]

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.0.4.1693										
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Filename: Stadium Way Site Access.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 15:02:00

- »2026 Base, AM
- »2026 Base, PM
- »2026 Base + Dev, AM
- »2026 Base + Dev, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Base + Dev, AM
- »2031 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2026 Base + Dev									
Stream B-AC	D5	0.2	7.86	0.18	A	D6	0.1	8.14	0.12	A
Stream C-AB		0.2	5.41	0.11	A		0.4	6.36	0.20	A
	2031 Base									
Stream B-AC	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 Base + Dev									
Stream B-AC	D9	0.2	7.88	0.18	A	D10	0.1	8.18	0.12	A
Stream C-AB		0.2	5.40	0.11	A		0.4	6.36	0.21	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.

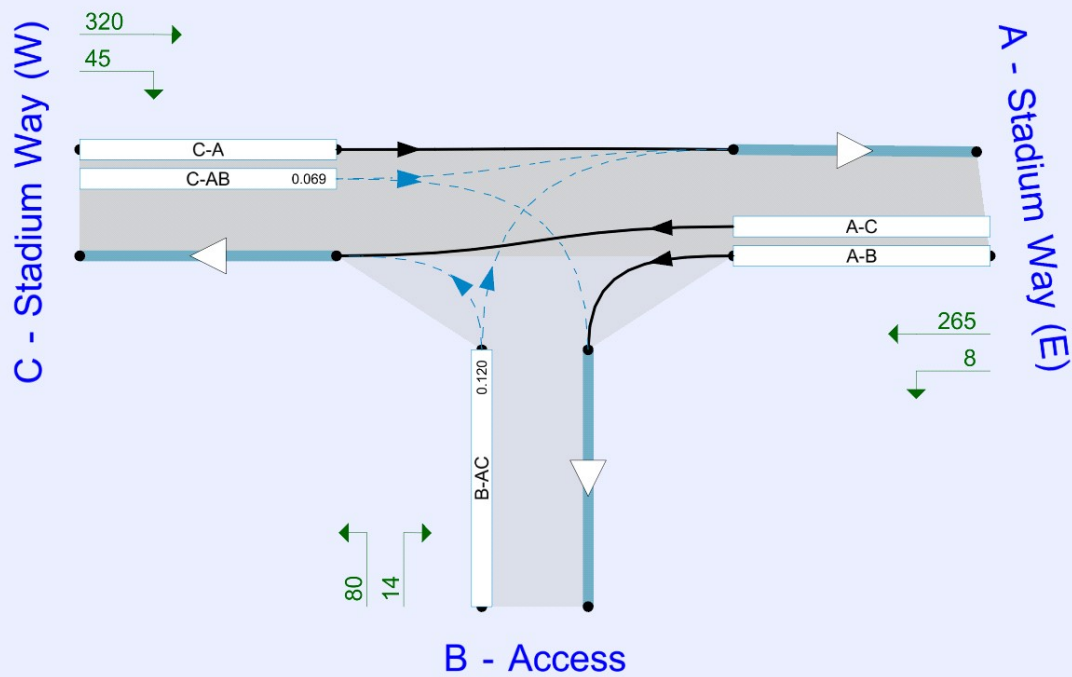
File summary

File Description

Title	Stadium Way Site Access
Location	
Site number	
Date	21/07/2021
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 original traffic demand (PCU/hr).
Streams (downstream end) show RFC (l)

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	Network flow scaling factor (%)
A1	100.000

2026 Base, AM

Data Errors and Warnings

No errors or warnings

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	Stadium Way Site Access	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	Stadium Way (E)		Major
B	Access		Minor
C	Stadium Way (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Stadium Way (W)	7.20			70.0	✓	0.00

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Access	One lane	3.40	43	43

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	533	0.092	0.233	0.146	0.332
B-C	677	0.098	0.249	-	-
C-B	615	0.226	0.226	-	-

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 - Stadium Way (E)		✓	260	100.000
B - Access		✓	0	100.000
C - Stadium Way (W)		✓	314	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	0	260
	B - Access	0	0	0
	C - Stadium Way (W)	314	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	0	10
	B - Access	0	0	0
	C - Stadium Way (W)	7	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 - Stadium Way (E)	196	196
	B - Access	0	0
	C - Stadium Way (W)	236	236
08:00-08:15	A - Stadium Way (E)	234	234
	B - Access	0	0
	C - Stadium Way (W)	282	282
08:15-08:30	A - Stadium Way (E)	286	286
	B - Access	0	0
	C - Stadium Way (W)	346	346
08:30-08:45	A - Stadium Way (E)	286	286
	B - Access	0	0
	C - Stadium Way (W)	346	346
08:45-09:00	A - Stadium Way (E)	234	234
	B - Access	0	0
	C - Stadium Way (W)	282	282
09:00-09:15	A - Stadium Way (E)	196	196
	B - Access	0	0
	C - Stadium Way (W)	236	236

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	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-AC	0	527	0.000	0	0.0	0.000	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	236			236			
A-B	0			0			
A-C	196			196			

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-AC	0	513	0.000	0	0.0	0.000	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	282			282			
A-B	0			0			
A-C	234			234			

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-AC	0	493	0.000	0	0.0	0.000	A
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	346			346			
A-B	0			0			
A-C	286			286			

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-AC	0	493	0.000	0	0.0	0.000	A
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	346			346			
A-B	0			0			
A-C	286			286			

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-AC	0	513	0.000	0	0.0	0.000	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	282			282			
A-B	0			0			
A-C	234			234			

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-AC	0	527	0.000	0	0.0	0.000	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	236			236			
A-B	0			0			
A-C	196			196			

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Stadium Way Site Access	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 - Stadium Way (E)		✓	469	100.000
B - Access		✓	0	100.000
C - Stadium Way (W)		✓	271	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	0	469
	B - Access	0	0	0
	C - Stadium Way (W)	271	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	0	0
	B - Access	0	0	0
	C - Stadium Way (W)	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 - Stadium Way (E)	353	353
	B - Access	0	0
	C - Stadium Way (W)	204	204
17:00-17:15	A - Stadium Way (E)	422	422
	B - Access	0	0
	C - Stadium Way (W)	244	244
17:15-17:30	A - Stadium Way (E)	516	516
	B - Access	0	0
	C - Stadium Way (W)	298	298
17:30-17:45	A - Stadium Way (E)	516	516
	B - Access	0	0
	C - Stadium Way (W)	298	298
17:45-18:00	A - Stadium Way (E)	422	422
	B - Access	0	0
	C - Stadium Way (W)	244	244
18:00-18:15	A - Stadium Way (E)	353	353
	B - Access	0	0
	C - Stadium Way (W)	204	204

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	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-AC	0	491	0.000	0	0.0	0.000	A
C-AB	0	535	0.000	0	0.0	0.000	A
C-A	204			204			
A-B	0			0			
A-C	353			353			

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-AC	0	471	0.000	0	0.0	0.000	A
C-AB	0	519	0.000	0	0.0	0.000	A
C-A	244			244			
A-B	0			0			
A-C	422			422			

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-AC	0	442	0.000	0	0.0	0.000	A
C-AB	0	498	0.000	0	0.0	0.000	A
C-A	298			298			
A-B	0			0			
A-C	516			516			

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-AC	0	442	0.000	0	0.0	0.000	A
C-AB	0	498	0.000	0	0.0	0.000	A
C-A	298			298			
A-B	0			0			
A-C	516			516			

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-AC	0	471	0.000	0	0.0	0.000	A
C-AB	0	519	0.000	0	0.0	0.000	A
C-A	244			244			
A-B	0			0			
A-C	422			422			

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-AC	0	491	0.000	0	0.0	0.000	A
C-AB	0	535	0.000	0	0.0	0.000	A
C-A	204			204			
A-B	0			0			
A-C	353			353			

2026 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

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	Stadium Way Site Access	T-Junction	Two-way	Two-way	Two-way		1.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.58	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 - Stadium Way (E)		✓	268	100.000
B - Access		✓	94	100.000
C - Stadium Way (W)		✓	359	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	8	260
	B - Access	14	0	80
	C - Stadium Way (W)	314	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	0	10
	B - Access	0	0	0
	C - Stadium Way (W)	7	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 - Stadium Way (E)	202	202
	B - Access	71	71
	C - Stadium Way (W)	270	270
08:00-08:15	A - Stadium Way (E)	241	241
	B - Access	85	85
	C - Stadium Way (W)	323	323
08:15-08:30	A - Stadium Way (E)	295	295
	B - Access	103	103
	C - Stadium Way (W)	395	395
08:30-08:45	A - Stadium Way (E)	295	295
	B - Access	103	103
	C - Stadium Way (W)	395	395
08:45-09:00	A - Stadium Way (E)	241	241
	B - Access	85	85
	C - Stadium Way (W)	323	323
09:00-09:15	A - Stadium Way (E)	202	202
	B - Access	71	71
	C - Stadium Way (W)	270	270

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	7.86	0.2	A
C-AB	0.11	5.41	0.2	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-AC	71	591	0.120	70	0.1	6.910	A
C-AB	50	731	0.069	50	0.1	5.391	A
C-A	220			220			
A-B	6			6			
A-C	196			196			

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-AC	85	579	0.146	84	0.2	7.282	A
C-AB	65	755	0.086	65	0.2	5.335	A
C-A	258			258			
A-B	7			7			
A-C	234			234			

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-AC	103	562	0.184	103	0.2	7.850	A
C-AB	89	789	0.112	88	0.2	5.276	A
C-A	307			307			
A-B	9			9			
A-C	286			286			

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-AC	103	562	0.184	103	0.2	7.856	A
C-AB	89	789	0.112	89	0.2	5.290	A
C-A	307			307			
A-B	9			9			
A-C	286			286			

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-AC	85	579	0.146	85	0.2	7.295	A
C-AB	65	755	0.086	65	0.2	5.362	A
C-A	258			258			
A-B	7			7			
A-C	234			234			

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-AC	71	591	0.120	71	0.1	6.928	A
C-AB	50	731	0.069	50	0.1	5.412	A
C-A	220			220			
A-B	6			6			
A-C	196			196			

2026 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Stadium Way Site Access	T-Junction	Two-way	Two-way	Two-way		1.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.37	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 - Stadium Way (E)		✓	482	100.000
B - Access		✓	54	100.000
C - Stadium Way (W)		✓	347	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	13	469
	B - Access	8	0	46
	C - Stadium Way (W)	271	76	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	0	0
	B - Access	0	0	0
	C - Stadium Way (W)	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 - Stadium Way (E)	363	363
	B - Access	41	41
	C - Stadium Way (W)	261	261
17:00-17:15	A - Stadium Way (E)	433	433
	B - Access	49	49
	C - Stadium Way (W)	312	312
17:15-17:30	A - Stadium Way (E)	531	531
	B - Access	59	59
	C - Stadium Way (W)	382	382
17:30-17:45	A - Stadium Way (E)	531	531
	B - Access	59	59
	C - Stadium Way (W)	382	382
17:45-18:00	A - Stadium Way (E)	433	433
	B - Access	49	49
	C - Stadium Way (W)	312	312
18:00-18:15	A - Stadium Way (E)	363	363
	B - Access	41	41
	C - Stadium Way (W)	261	261

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	8.14	0.1	A
C-AB	0.20	6.36	0.4	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-AC	41	550	0.074	40	0.1	7.054	A
C-AB	82	676	0.121	81	0.2	6.047	A
C-A	179			179			
A-B	10			10			
A-C	353			353			

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-AC	49	530	0.092	48	0.1	7.473	A
C-AB	106	691	0.153	106	0.3	6.160	A
C-A	206			206			
A-B	12			12			
A-C	422			422			

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-AC	59	502	0.118	59	0.1	8.130	A
C-AB	145	711	0.203	144	0.4	6.353	A
C-A	237			237			
A-B	14			14			
A-C	516			516			

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-AC	59	502	0.118	59	0.1	8.136	A
C-AB	145	712	0.204	145	0.4	6.364	A
C-A	237			237			
A-B	14			14			
A-C	516			516			

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-AC	49	530	0.092	49	0.1	7.478	A
C-AB	106	691	0.154	107	0.3	6.176	A
C-A	206			206			
A-B	12			12			
A-C	422			422			

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-AC	41	550	0.074	41	0.1	7.068	A
C-AB	82	677	0.122	83	0.2	6.070	A
C-A	179			179			
A-B	10			10			
A-C	353			353			

2031 Base, AM

Data Errors and Warnings

No errors or warnings

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	Stadium Way Site Access	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 - Stadium Way (E)		✓	265	100.000
B - Access		✓	0	100.000
C - Stadium Way (W)		✓	320	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	0	265
	B - Access	0	0	0
	C - Stadium Way (W)	320	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	0	10
	B - Access	0	0	0
	C - Stadium Way (W)	7	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 - Stadium Way (E)	200	200
	B - Access	0	0
	C - Stadium Way (W)	241	241
08:00-08:15	A - Stadium Way (E)	238	238
	B - Access	0	0
	C - Stadium Way (W)	288	288
08:15-08:30	A - Stadium Way (E)	292	292
	B - Access	0	0
	C - Stadium Way (W)	352	352
08:30-08:45	A - Stadium Way (E)	292	292
	B - Access	0	0
	C - Stadium Way (W)	352	352
08:45-09:00	A - Stadium Way (E)	238	238
	B - Access	0	0
	C - Stadium Way (W)	288	288
09:00-09:15	A - Stadium Way (E)	200	200
	B - Access	0	0
	C - Stadium Way (W)	241	241

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	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-AC	0	525	0.000	0	0.0	0.000	A
C-AB	0	569	0.000	0	0.0	0.000	A
C-A	241			241			
A-B	0			0			
A-C	200			200			

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-AC	0	511	0.000	0	0.0	0.000	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	288			288			
A-B	0			0			
A-C	238			238			

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-AC	0	491	0.000	0	0.0	0.000	A
C-AB	0	549	0.000	0	0.0	0.000	A
C-A	352			352			
A-B	0			0			
A-C	292			292			

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-AC	0	491	0.000	0	0.0	0.000	A
C-AB	0	549	0.000	0	0.0	0.000	A
C-A	352			352			
A-B	0			0			
A-C	292			292			

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-AC	0	511	0.000	0	0.0	0.000	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	288			288			
A-B	0			0			
A-C	238			238			

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-AC	0	525	0.000	0	0.0	0.000	A
C-AB	0	569	0.000	0	0.0	0.000	A
C-A	241			241			
A-B	0			0			
A-C	200			200			

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Stadium Way Site Access	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 - Stadium Way (E)		✓	477	100.000
B - Access		✓	0	100.000
C - Stadium Way (W)		✓	276	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	0	477
	B - Access	0	0	0
	C - Stadium Way (W)	276	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	0	0
	B - Access	0	0	0
	C - Stadium Way (W)	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 - Stadium Way (E)	359	359
	B - Access	0	0
	C - Stadium Way (W)	208	208
17:00-17:15	A - Stadium Way (E)	429	429
	B - Access	0	0
	C - Stadium Way (W)	248	248
17:15-17:30	A - Stadium Way (E)	525	525
	B - Access	0	0
	C - Stadium Way (W)	304	304
17:30-17:45	A - Stadium Way (E)	525	525
	B - Access	0	0
	C - Stadium Way (W)	304	304
17:45-18:00	A - Stadium Way (E)	429	429
	B - Access	0	0
	C - Stadium Way (W)	248	248
18:00-18:15	A - Stadium Way (E)	359	359
	B - Access	0	0
	C - Stadium Way (W)	208	208

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	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-AC	0	489	0.000	0	0.0	0.000	A
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	208			208			
A-B	0			0			
A-C	359			359			

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-AC	0	468	0.000	0	0.0	0.000	A
C-AB	0	518	0.000	0	0.0	0.000	A
C-A	248			248			
A-B	0			0			
A-C	429			429			

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-AC	0	439	0.000	0	0.0	0.000	A
C-AB	0	496	0.000	0	0.0	0.000	A
C-A	304			304			
A-B	0			0			
A-C	525			525			

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-AC	0	439	0.000	0	0.0	0.000	A
C-AB	0	496	0.000	0	0.0	0.000	A
C-A	304			304			
A-B	0			0			
A-C	525			525			

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-AC	0	468	0.000	0	0.0	0.000	A
C-AB	0	518	0.000	0	0.0	0.000	A
C-A	248			248			
A-B	0			0			
A-C	429			429			

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-AC	0	489	0.000	0	0.0	0.000	A
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	208			208			
A-B	0			0			
A-C	359			359			

2031 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

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	Stadium Way Site Access	T-Junction	Two-way	Two-way	Two-way		1.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.56	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 - Stadium Way (E)		✓	273	100.000
B - Access		✓	94	100.000
C - Stadium Way (W)		✓	365	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	8	265
	B - Access	14	0	80
	C - Stadium Way (W)	320	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	0	10
	B - Access	0	0	0
	C - Stadium Way (W)	7	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 - Stadium Way (E)	206	206
	B - Access	71	71
	C - Stadium Way (W)	275	275
08:00-08:15	A - Stadium Way (E)	245	245
	B - Access	85	85
	C - Stadium Way (W)	328	328
08:15-08:30	A - Stadium Way (E)	301	301
	B - Access	103	103
	C - Stadium Way (W)	402	402
08:30-08:45	A - Stadium Way (E)	301	301
	B - Access	103	103
	C - Stadium Way (W)	402	402
08:45-09:00	A - Stadium Way (E)	245	245
	B - Access	85	85
	C - Stadium Way (W)	328	328
09:00-09:15	A - Stadium Way (E)	206	206
	B - Access	71	71
	C - Stadium Way (W)	275	275

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	7.88	0.2	A
C-AB	0.11	5.40	0.2	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-AC	71	590	0.120	70	0.1	6.925	A
C-AB	50	733	0.069	50	0.1	5.377	A
C-A	224			224			
A-B	6			6			
A-C	200			200			

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-AC	85	577	0.146	84	0.2	7.302	A
C-AB	65	758	0.086	65	0.2	5.318	A
C-A	263			263			
A-B	7			7			
A-C	238			238			

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-AC	103	560	0.185	103	0.2	7.879	A
C-AB	90	792	0.113	89	0.2	5.258	A
C-A	312			312			
A-B	9			9			
A-C	292			292			

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-AC	103	560	0.185	103	0.2	7.885	A
C-AB	90	792	0.113	90	0.2	5.273	A
C-A	312			312			
A-B	9			9			
A-C	292			292			

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-AC	85	577	0.146	85	0.2	7.312	A
C-AB	66	758	0.087	66	0.2	5.346	A
C-A	263			263			
A-B	7			7			
A-C	238			238			

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-AC	71	589	0.120	71	0.1	6.943	A
C-AB	51	733	0.069	51	0.1	5.401	A
C-A	224			224			
A-B	6			6			
A-C	200			200			

2031 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Stadium Way Site Access	T-Junction	Two-way	Two-way	Two-way		1.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.36	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 - Stadium Way (E)		✓	490	100.000
B - Access		✓	54	100.000
C - Stadium Way (W)		✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	13	477
	B - Access	8	0	46
	C - Stadium Way (W)	276	76	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Stadium Way (E)	B - Access	C - Stadium Way (W)
From	A - Stadium Way (E)	0	0	0
	B - Access	0	0	0
	C - Stadium Way (W)	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 - Stadium Way (E)	369	369
	B - Access	41	41
	C - Stadium Way (W)	265	265
17:00-17:15	A - Stadium Way (E)	440	440
	B - Access	49	49
	C - Stadium Way (W)	316	316
17:15-17:30	A - Stadium Way (E)	540	540
	B - Access	59	59
	C - Stadium Way (W)	388	388
17:30-17:45	A - Stadium Way (E)	540	540
	B - Access	59	59
	C - Stadium Way (W)	388	388
17:45-18:00	A - Stadium Way (E)	440	440
	B - Access	49	49
	C - Stadium Way (W)	316	316
18:00-18:15	A - Stadium Way (E)	369	369
	B - Access	41	41
	C - Stadium Way (W)	265	265

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	8.18	0.1	A
C-AB	0.21	6.36	0.4	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-AC	41	549	0.074	40	0.1	7.077	A
C-AB	83	678	0.122	82	0.2	6.038	A
C-A	182			182			
A-B	10			10			
A-C	359			359			

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-AC	49	528	0.092	48	0.1	7.504	A
C-AB	107	692	0.154	107	0.3	6.148	A
C-A	210			210			
A-B	12			12			
A-C	429			429			

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-AC	59	499	0.119	59	0.1	8.176	A
C-AB	146	714	0.205	146	0.4	6.347	A
C-A	241			241			
A-B	14			14			
A-C	525			525			

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-AC	59	499	0.119	59	0.1	8.182	A
C-AB	146	714	0.205	146	0.4	6.358	A
C-A	241			241			
A-B	14			14			
A-C	525			525			

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-AC	49	528	0.092	49	0.1	7.509	A
C-AB	107	693	0.155	108	0.3	6.165	A
C-A	209			209			
A-B	12			12			
A-C	429			429			

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-AC	41	549	0.074	41	0.1	7.089	A
C-AB	83	678	0.122	83	0.2	6.059	A
C-A	182			182			
A-B	10			10			
A-C	359			359			

Junctions 10	
ARCADY 10 - Roundabout Module	
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021	
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Filename: Victoria House_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 15:12:37

-
- »(Default Analysis Set) - 2022 Base, AM
 - »(Default Analysis Set) - 2022 Base, PM
 - »(Default Analysis Set) - 2026 Base, AM
 - »(Default Analysis Set) - 2026 Base, PM
 - »(Default Analysis Set) - 2026 Base + Dev, AM
 - »(Default Analysis Set) - 2026 Base + Dev, PM
 - »(Default Analysis Set) - 2031 Base, AM
 - »(Default Analysis Set) - 2031 Base, PM
 - »(Default Analysis Set) - 2031 Base + Dev, AM
 - »(Default Analysis Set) - 2031 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Set ID	Queue (PCU)	Delay (min)	RFC	LOS
	A1 - 2022 Base									
A - A13 London Road	D1	5.6	0.23	0.85	B	D2	12.3	0.48	0.94	D
B - B1014 Benfleet Road		3.3	0.22	0.77	B		2.5	0.19	0.72	B
C - A13 Kiln Road		1.7	0.11	0.62	A		2.0	0.12	0.67	A
D - A129 Rayleigh Road		1.9	0.15	0.65	A		2.1	0.16	0.68	A
	A1 - 2026 Base									
A - A13 London Road	D3	6.4	0.26	0.87	C	D4	16.0	0.61	0.96	E
B - B1014 Benfleet Road		3.7	0.25	0.79	B		2.8	0.21	0.74	B
C - A13 Kiln Road		1.8	0.12	0.64	A		2.2	0.13	0.69	A
D - A129 Rayleigh Road		2.0	0.16	0.67	A		2.3	0.17	0.70	B
	A1 - 2026 Base + Dev									
A - A13 London Road	D5	7.7	0.31	0.89	C	D6	21.5	0.80	0.98	E
B - B1014 Benfleet Road		4.4	0.29	0.82	C		3.3	0.24	0.78	B
C - A13 Kiln Road		2.0	0.13	0.65	A		2.5	0.15	0.72	A
D - A129 Rayleigh Road		2.7	0.20	0.73	B		2.7	0.20	0.74	B
	A1 - 2031 Base									
A - A13 London Road	D7	7.4	0.30	0.88	C	D8	21.8	0.80	0.98	E
B - B1014 Benfleet Road		4.2	0.28	0.82	C		3.2	0.23	0.77	B
C - A13 Kiln Road		2.0	0.13	0.65	A		2.4	0.14	0.70	A
D - A129 Rayleigh Road		2.2	0.17	0.69	B		2.5	0.19	0.72	B
	A1 - 2031 Base + Dev									
A - A13 London Road	D9	9.1	0.37	0.91	C	D10	29.6	1.03	1.00	F
B - B1014 Benfleet Road		5.1	0.34	0.84	C		3.7	0.27	0.80	C
C - A13 Kiln Road		2.1	0.13	0.67	A		2.7	0.16	0.73	A
D - A129 Rayleigh Road		3.0	0.22	0.75	B		3.0	0.22	0.76	B

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.

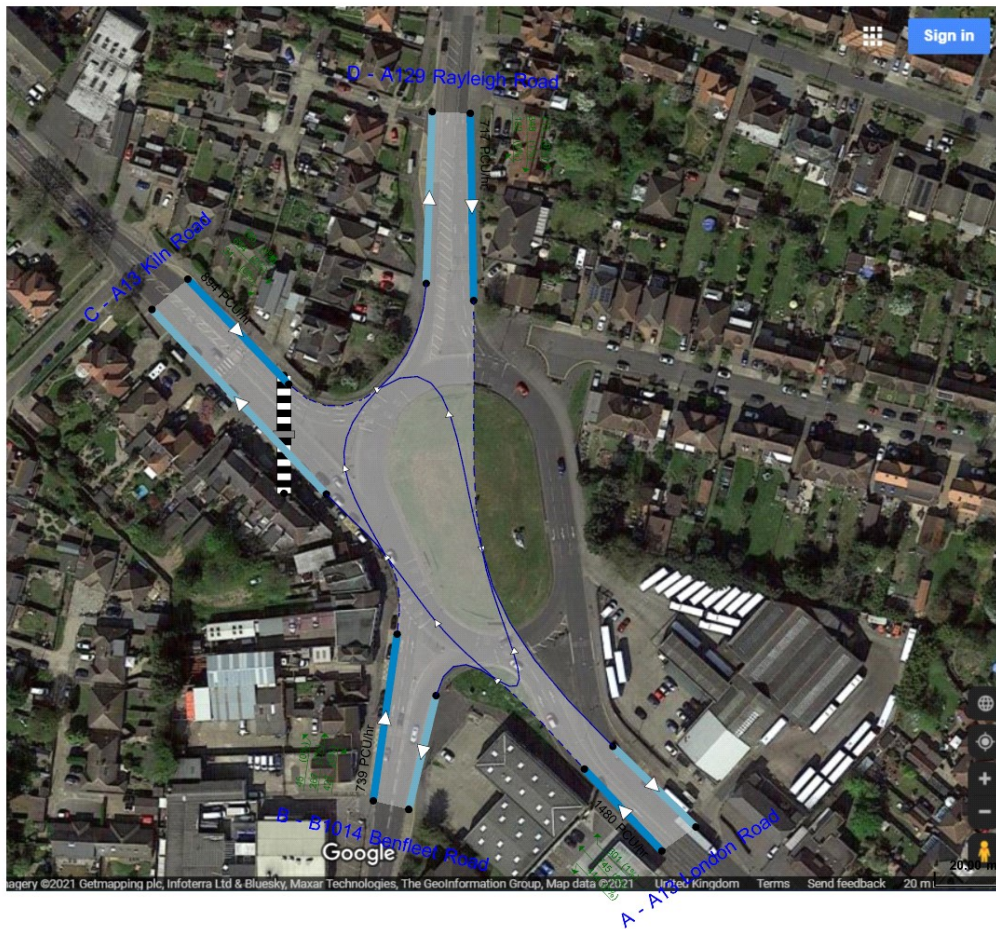
File summary

File Description

Title	A13 Kiln Rd / A129 Rayleigh Rd / B1014
Location	Hadleigh
Site number	5
Date	16/04/2013
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	min	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	0.60	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓
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	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - B1014 Benfleet Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A129 Rayleigh Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A13 / A129 / B1014	Standard Roundabout		A, B, C, D	0.19	B

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.19	B

Arms

Arms

Arm	Name	Description	No give-way line
A	A13 London Road		
B	B1014 Benfleet Road		
C	A13 Kiln Road		
D	A129 Rayleigh Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - A13 London Road	6.68	7.63	15.0	15.3	59.0	46.0		
B - B1014 Benfleet Road	3.77	6.92	51.6	21.1	59.0	31.0		
C - A13 Kiln Road	7.15	7.22	8.3	16.1	67.0	35.0		
D - A129 Rayleigh Road	3.69	7.22	45.0	21.7	67.0	50.0		

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
C - A13 Kiln Road	7.00	10.50	✓	Distance	7.15	5.11	6.70	4.79

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A13 London Road	0.615	2104
B - B1014 Benfleet Road	0.604	1939
C - A13 Kiln Road	0.581	2123
D - A129 Rayleigh Road	0.527	1844

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

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)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A13 London Road		ONE HOUR	✓	1362	100.000
B - B1014 Benfleet Road		ONE HOUR	✓	822	100.000
C - A13 Kiln Road		ONE HOUR	✓	836	100.000
D - A129 Rayleigh Road		ONE HOUR	✓	685	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A13 London Road		
B - B1014 Benfleet Road		
C - A13 Kiln Road	[ONEHOUR]	50.00
D - A129 Rayleigh Road		

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
	A - A13 London Road	21	373	757	211
	B - B1014 Benfleet Road	468	0	58	296
	C - A13 Kiln Road	668	25	0	143
	D - A129 Rayleigh Road	210	317	154	4

Proportions

	To				
From		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
	A - A13 London Road	0.02	0.27	0.56	0.15
	B - B1014 Benfleet Road	0.57	0.00	0.07	0.36
	C - A13 Kiln Road	0.80	0.03	0.00	0.17
	D - A129 Rayleigh Road	0.31	0.46	0.22	0.01

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
	A - A13 London Road	5	1	6	5
	B - B1014 Benfleet Road	1	0	4	2
	C - A13 Kiln Road	7	0	0	5
	D - A129 Rayleigh Road	2	2	2	0

Average PCU Per Veh

	To				
From		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
	A - A13 London Road	1.050	1.009	1.064	1.045
	B - B1014 Benfleet Road	1.010	1.000	1.035	1.015
	C - A13 Kiln Road	1.071	1.000	1.000	1.053
	D - A129 Rayleigh Road	1.018	1.015	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	A - A13 London Road	1025	1025	
	B - B1014 Benfleet Road	619	619	
	C - A13 Kiln Road	629	629	37.64
	D - A129 Rayleigh Road	516	516	
08:00-08:15	A - A13 London Road	1224	1224	
	B - B1014 Benfleet Road	739	739	
	C - A13 Kiln Road	752	752	44.95
	D - A129 Rayleigh Road	616	616	
08:15-08:30	A - A13 London Road	1500	1500	
	B - B1014 Benfleet Road	905	905	
	C - A13 Kiln Road	920	920	55.05
	D - A129 Rayleigh Road	754	754	
08:30-08:45	A - A13 London Road	1500	1500	
	B - B1014 Benfleet Road	905	905	
	C - A13 Kiln Road	920	920	55.05
	D - A129 Rayleigh Road	754	754	
08:45-09:00	A - A13 London Road	1224	1224	
	B - B1014 Benfleet Road	739	739	
	C - A13 Kiln Road	752	752	44.95
	D - A129 Rayleigh Road	616	616	
09:00-09:15	A - A13 London Road	1025	1025	
	B - B1014 Benfleet Road	619	619	
	C - A13 Kiln Road	629	629	37.64
	D - A129 Rayleigh Road	516	516	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A13 London Road	0.85	0.23	5.6	B	1250	1875
B - B1014 Benfleet Road	0.77	0.22	3.3	B	754	1131
C - A13 Kiln Road	0.62	0.11	1.7	A	767	1151
D - A129 Rayleigh Road	0.65	0.15	1.9	A	629	943

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1025	256	375		1873	0.547	1020	1025	0.0	1.3	0.073	A
B - B1014 Benfleet Road	619	155	859		1420	0.436	616	536	0.0	0.8	0.075	A
C - A13 Kiln Road	629	157	749	37.64	1688	0.373	627	726	0.0	0.6	0.060	A
D - A129 Rayleigh Road	516	129	886		1377	0.375	513	490	0.0	0.6	0.070	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1224	306	449		1828	0.670	1221	1226	1.3	2.1	0.103	A
B - B1014 Benfleet Road	739	185	1028		1318	0.561	737	641	0.8	1.3	0.104	A
C - A13 Kiln Road	752	188	897	44.95	1603	0.469	750	869	0.6	0.9	0.075	A
D - A129 Rayleigh Road	616	154	1060		1285	0.479	615	586	0.6	0.9	0.091	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1500	375	548		1767	0.849	1486	1497	2.1	5.4	0.214	B
B - B1014 Benfleet Road	905	226	1252		1182	0.766	898	782	1.3	3.1	0.208	B
C - A13 Kiln Road	920	230	1092	55.05	1489	0.618	917	1058	0.9	1.7	0.111	A
D - A129 Rayleigh Road	754	189	1294		1162	0.649	751	715	0.9	1.8	0.147	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1500	375	550		1765	0.849	1499	1505	5.4	5.6	0.233	B
B - B1014 Benfleet Road	905	226	1262		1176	0.769	904	787	3.1	3.3	0.223	B
C - A13 Kiln Road	920	230	1100	55.05	1484	0.620	920	1066	1.7	1.7	0.113	A
D - A129 Rayleigh Road	754	189	1301		1158	0.651	754	720	1.8	1.9	0.151	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1224	306	452		1826	0.671	1238	1237	5.6	2.2	0.109	A
B - B1014 Benfleet Road	739	185	1042		1309	0.564	747	648	3.3	1.3	0.109	A
C - A13 Kiln Road	752	188	909	44.95	1596	0.471	755	880	1.7	1.0	0.076	A
D - A129 Rayleigh Road	616	154	1070		1280	0.481	619	593	1.9	1.0	0.093	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1025	256	377		1872	0.548	1029	1032	2.2	1.3	0.075	A
B - B1014 Benfleet Road	619	155	866		1415	0.437	621	540	1.3	0.8	0.077	A
C - A13 Kiln Road	629	157	755	37.64	1684	0.374	631	732	1.0	0.6	0.061	A
D - A129 Rayleigh Road	516	129	892		1374	0.375	517	494	1.0	0.6	0.071	A

(Default Analysis Set) - 2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - B1014 Benfleet Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A129 Rayleigh Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	C - A13 Kiln Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A13 / A129 / B1014	Standard Roundabout		A, B, C, D	0.28	C

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.28	C

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)	Run automatically
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A13 London Road		ONE HOUR	✓	1480	100.000
B - B1014 Benfleet Road		ONE HOUR	✓	739	100.000
C - A13 Kiln Road		ONE HOUR	✓	894	100.000
D - A129 Rayleigh Road		ONE HOUR	✓	717	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A13 London Road		
B - B1014 Benfleet Road		
C - A13 Kiln Road	[ONE HOUR]	0.00
D - A129 Rayleigh Road		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	20	414	745	301
	B - B1014 Benfleet Road	427	0	45	267
	C - A13 Kiln Road	694	31	4	165
	D - A129 Rayleigh Road	213	348	152	4

Proportions

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0.01	0.28	0.50	0.20
	B - B1014 Benfleet Road	0.58	0.00	0.06	0.36
	C - A13 Kiln Road	0.78	0.03	0.00	0.18
	D - A129 Rayleigh Road	0.30	0.49	0.21	0.01

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0	0	6	1
	B - B1014 Benfleet Road	0	0	0	0
	C - A13 Kiln Road	2	0	0	0
	D - A129 Rayleigh Road	0	1	0	0

Average PCU Per Veh

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	1.000	1.002	1.062	1.011
	B - B1014 Benfleet Road	1.000	1.000	1.000	1.004
	C - A13 Kiln Road	1.022	1.000	1.000	1.000
	D - A129 Rayleigh Road	1.000	1.005	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	A - A13 London Road	1114	1114	
	B - B1014 Benfleet Road	556	556	
	C - A13 Kiln Road	673	673	0.00
	D - A129 Rayleigh Road	540	540	
17:00-17:15	A - A13 London Road	1330	1330	
	B - B1014 Benfleet Road	664	664	
	C - A13 Kiln Road	804	804	0.00
	D - A129 Rayleigh Road	645	645	
17:15-17:30	A - A13 London Road	1630	1630	
	B - B1014 Benfleet Road	814	814	
	C - A13 Kiln Road	984	984	0.00
	D - A129 Rayleigh Road	789	789	
17:30-17:45	A - A13 London Road	1630	1630	
	B - B1014 Benfleet Road	814	814	
	C - A13 Kiln Road	984	984	0.00
	D - A129 Rayleigh Road	789	789	
17:45-18:00	A - A13 London Road	1330	1330	
	B - B1014 Benfleet Road	664	664	
	C - A13 Kiln Road	804	804	0.00
	D - A129 Rayleigh Road	645	645	
18:00-18:15	A - A13 London Road	1114	1114	
	B - B1014 Benfleet Road	556	556	
	C - A13 Kiln Road	673	673	0.00
	D - A129 Rayleigh Road	540	540	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A13 London Road	0.94	0.48	12.3	D	1358	2037
B - B1014 Benfleet Road	0.72	0.19	2.5	B	678	1017
C - A13 Kiln Road	0.67	0.12	2.0	A	820	1231
D - A129 Rayleigh Road	0.68	0.16	2.1	A	658	987

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1114	279	404		1856	0.600	1108	1015	0.0	1.5	0.082	A
B - B1014 Benfleet Road	556	139	918		1384	0.402	554	594	0.0	0.7	0.072	A
C - A13 Kiln Road	673	168	763	0.00	1680	0.401	670	708	0.0	0.7	0.060	A
D - A129 Rayleigh Road	540	135	882		1379	0.391	537	552	0.0	0.6	0.071	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1330	333	484		1807	0.736	1325	1215	1.5	2.8	0.127	A
B - B1014 Benfleet Road	664	166	1098		1275	0.521	663	711	0.7	1.1	0.098	A
C - A13 Kiln Road	804	201	913	0.00	1593	0.505	802	847	0.7	1.0	0.077	A
D - A129 Rayleigh Road	645	161	1055		1288	0.500	643	661	0.6	1.0	0.093	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1630	407	590		1741	0.936	1598	1483	2.8	10.7	0.371	C
B - B1014 Benfleet Road	814	203	1326		1138	0.715	808	862	1.1	2.4	0.180	B
C - A13 Kiln Road	984	246	1110	0.00	1479	0.666	981	1024	1.0	2.0	0.122	A
D - A129 Rayleigh Road	789	197	1288		1165	0.678	785	802	1.0	2.0	0.157	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1630	407	593		1739	0.937	1623	1490	10.7	12.3	0.485	D
B - B1014 Benfleet Road	814	203	1345		1126	0.722	813	871	2.4	2.5	0.191	B
C - A13 Kiln Road	984	246	1120	0.00	1473	0.668	984	1038	2.0	2.0	0.125	A
D - A129 Rayleigh Road	789	197	1294		1162	0.679	789	810	2.0	2.1	0.161	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1330	333	488		1804	0.738	1368	1225	12.3	3.0	0.154	A
B - B1014 Benfleet Road	664	166	1130		1256	0.529	670	726	2.5	1.1	0.103	A
C - A13 Kiln Road	804	201	929	0.00	1583	0.508	808	870	2.0	1.1	0.079	A
D - A129 Rayleigh Road	645	161	1064		1283	0.502	649	673	2.1	1.0	0.095	A

18:00 - 18:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1114	279	407		1854	0.601	1120	1022	3.0	1.6	0.085	A
B - B1014 Benfleet Road	556	139	927		1379	0.404	558	599	1.1	0.7	0.073	A
C - A13 Kiln Road	673	168	770	0.00	1676	0.402	675	715	1.1	0.7	0.061	A
D - A129 Rayleigh Road	540	135	888		1376	0.392	541	557	1.0	0.7	0.072	A

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - B1014 Benfleet Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A129 Rayleigh Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	C - A13 Kiln Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A13 / A129 / B1014	Standard Roundabout		A, B, C, D	0.21	B

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.21	B

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)	Run automatically
D3	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A13 London Road		ONE HOUR	✓	1385	100.000
B - B1014 Benfleet Road		ONE HOUR	✓	838	100.000
C - A13 Kiln Road		ONE HOUR	✓	850	100.000
D - A129 Rayleigh Road		ONE HOUR	✓	697	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A13 London Road		
B - B1014 Benfleet Road		
C - A13 Kiln Road	[ONE HOUR]	0.00
D - A129 Rayleigh Road		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	21	380	770	214
	B - B1014 Benfleet Road	477	0	59	302
	C - A13 Kiln Road	680	25	0	145
	D - A129 Rayleigh Road	214	323	156	4

Proportions

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0.02	0.27	0.56	0.15
	B - B1014 Benfleet Road	0.57	0.00	0.07	0.36
	C - A13 Kiln Road	0.80	0.03	0.00	0.17
	D - A129 Rayleigh Road	0.31	0.46	0.22	0.01

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	5	1	6	5
	B - B1014 Benfleet Road	1	0	4	2
	C - A13 Kiln Road	7	0	0	5
	D - A129 Rayleigh Road	2	2	2	0

Average PCU Per Veh

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	1.050	1.009	1.064	1.045
	B - B1014 Benfleet Road	1.010	1.000	1.035	1.015
	C - A13 Kiln Road	1.071	1.000	1.000	1.053
	D - A129 Rayleigh Road	1.018	1.015	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	A - A13 London Road	1043	1043	
	B - B1014 Benfleet Road	631	631	
	C - A13 Kiln Road	640	640	0.00
	D - A129 Rayleigh Road	525	525	
08:00-08:15	A - A13 London Road	1245	1245	
	B - B1014 Benfleet Road	753	753	
	C - A13 Kiln Road	764	764	0.00
	D - A129 Rayleigh Road	627	627	
08:15-08:30	A - A13 London Road	1525	1525	
	B - B1014 Benfleet Road	923	923	
	C - A13 Kiln Road	936	936	0.00
	D - A129 Rayleigh Road	767	767	
08:30-08:45	A - A13 London Road	1525	1525	
	B - B1014 Benfleet Road	923	923	
	C - A13 Kiln Road	936	936	0.00
	D - A129 Rayleigh Road	767	767	
08:45-09:00	A - A13 London Road	1245	1245	
	B - B1014 Benfleet Road	753	753	
	C - A13 Kiln Road	764	764	0.00
	D - A129 Rayleigh Road	627	627	
09:00-09:15	A - A13 London Road	1043	1043	
	B - B1014 Benfleet Road	631	631	
	C - A13 Kiln Road	640	640	0.00
	D - A129 Rayleigh Road	525	525	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A13 London Road	0.87	0.26	6.4	C	1271	1906
B - B1014 Benfleet Road	0.79	0.25	3.7	B	769	1153
C - A13 Kiln Road	0.64	0.12	1.8	A	780	1170
D - A129 Rayleigh Road	0.67	0.16	2.0	A	640	959

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1043	261	381		1870	0.558	1037	1043	0.0	1.3	0.075	A
B - B1014 Benfleet Road	631	158	873		1412	0.447	628	545	0.0	0.8	0.077	A
C - A13 Kiln Road	640	160	762	0.00	1680	0.381	637	738	0.0	0.7	0.061	A
D - A129 Rayleigh Road	525	131	902		1369	0.383	522	498	0.0	0.6	0.072	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1245	311	456		1824	0.683	1241	1249	1.3	2.2	0.107	A
B - B1014 Benfleet Road	753	188	1044		1308	0.576	751	653	0.8	1.4	0.109	A
C - A13 Kiln Road	764	191	913	0.00	1593	0.480	763	883	0.7	1.0	0.077	A
D - A129 Rayleigh Road	627	157	1079		1275	0.491	625	596	0.6	1.0	0.094	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1525	381	556		1762	0.866	1510	1524	2.2	6.0	0.236	B
B - B1014 Benfleet Road	923	231	1271		1171	0.788	914	795	1.4	3.5	0.229	B
C - A13 Kiln Road	936	234	1110	0.00	1478	0.633	933	1074	1.0	1.8	0.116	A
D - A129 Rayleigh Road	767	192	1317		1150	0.667	763	726	1.0	2.0	0.156	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1525	381	559		1760	0.866	1524	1532	6.0	6.4	0.261	C
B - B1014 Benfleet Road	923	231	1282		1165	0.792	922	801	3.5	3.7	0.249	B
C - A13 Kiln Road	936	234	1120	0.00	1473	0.635	936	1084	1.8	1.8	0.119	A
D - A129 Rayleigh Road	767	192	1324		1146	0.669	767	732	2.0	2.0	0.161	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1245	311	460		1821	0.684	1261	1261	6.4	2.3	0.115	A
B - B1014 Benfleet Road	753	188	1060		1299	0.580	762	661	3.7	1.4	0.115	A
C - A13 Kiln Road	764	191	926	0.00	1585	0.482	767	896	1.8	1.0	0.079	A
D - A129 Rayleigh Road	627	157	1090		1270	0.493	631	604	2.0	1.0	0.096	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1043	261	383		1868	0.558	1047	1051	2.3	1.3	0.077	A
B - B1014 Benfleet Road	631	158	880		1407	0.448	633	550	1.4	0.8	0.079	A
C - A13 Kiln Road	640	160	769	0.00	1676	0.382	641	744	1.0	0.7	0.062	A
D - A129 Rayleigh Road	525	131	908		1365	0.384	526	502	1.0	0.6	0.073	A

(Default Analysis Set) - 2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - B1014 Benfleet Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A129 Rayleigh Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	C - A13 Kiln Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A13 / A129 / B1014	Standard Roundabout		A, B, C, D	0.34	C

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.34	C

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)	Run automatically
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A13 London Road		ONE HOUR	✓	1507	100.000
B - B1014 Benfleet Road		ONE HOUR	✓	753	100.000
C - A13 Kiln Road		ONE HOUR	✓	911	100.000
D - A129 Rayleigh Road		ONE HOUR	✓	730	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A13 London Road		
B - B1014 Benfleet Road		
C - A13 Kiln Road	[ONE HOUR]	0.00
D - A129 Rayleigh Road		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	20	422	759	306
	B - B1014 Benfleet Road	435	0	46	272
	C - A13 Kiln Road	707	32	4	168
	D - A129 Rayleigh Road	217	354	155	4

Proportions

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0.01	0.28	0.50	0.20
	B - B1014 Benfleet Road	0.58	0.00	0.06	0.36
	C - A13 Kiln Road	0.78	0.04	0.00	0.18
	D - A129 Rayleigh Road	0.30	0.48	0.21	0.01

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0	0	6	1
	B - B1014 Benfleet Road	0	0	0	0
	C - A13 Kiln Road	2	0	0	0
	D - A129 Rayleigh Road	1	1	0	0

Average PCU Per Veh

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	1.000	1.002	1.062	1.011
	B - B1014 Benfleet Road	1.000	1.000	1.000	1.004
	C - A13 Kiln Road	1.022	1.000	1.000	1.000
	D - A129 Rayleigh Road	1.008	1.005	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	A - A13 London Road	1135	1135	
	B - B1014 Benfleet Road	567	567	
	C - A13 Kiln Road	686	686	0.00
	D - A129 Rayleigh Road	550	550	
17:00-17:15	A - A13 London Road	1355	1355	
	B - B1014 Benfleet Road	677	677	
	C - A13 Kiln Road	819	819	0.00
	D - A129 Rayleigh Road	656	656	
17:15-17:30	A - A13 London Road	1659	1659	
	B - B1014 Benfleet Road	829	829	
	C - A13 Kiln Road	1003	1003	0.00
	D - A129 Rayleigh Road	804	804	
17:30-17:45	A - A13 London Road	1659	1659	
	B - B1014 Benfleet Road	829	829	
	C - A13 Kiln Road	1003	1003	0.00
	D - A129 Rayleigh Road	804	804	
17:45-18:00	A - A13 London Road	1355	1355	
	B - B1014 Benfleet Road	677	677	
	C - A13 Kiln Road	819	819	0.00
	D - A129 Rayleigh Road	656	656	
18:00-18:15	A - A13 London Road	1135	1135	
	B - B1014 Benfleet Road	567	567	
	C - A13 Kiln Road	686	686	0.00
	D - A129 Rayleigh Road	550	550	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A13 London Road	0.96	0.61	16.0	E	1383	2074
B - B1014 Benfleet Road	0.74	0.21	2.8	B	691	1036
C - A13 Kiln Road	0.69	0.13	2.2	A	836	1254
D - A129 Rayleigh Road	0.70	0.17	2.3	B	670	1005

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1135	284	411		1851	0.613	1128	1034	0.0	1.6	0.085	A
B - B1014 Benfleet Road	567	142	934		1374	0.412	564	605	0.0	0.7	0.074	A
C - A13 Kiln Road	686	171	777	0.00	1672	0.410	683	722	0.0	0.7	0.062	A
D - A129 Rayleigh Road	550	137	898		1371	0.401	547	562	0.0	0.7	0.073	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1355	339	492		1801	0.752	1349	1237	1.6	3.0	0.135	A
B - B1014 Benfleet Road	677	169	1118		1264	0.536	675	724	0.7	1.1	0.102	A
C - A13 Kiln Road	819	205	929	0.00	1583	0.517	817	863	0.7	1.1	0.079	A
D - A129 Rayleigh Road	656	164	1075		1278	0.514	655	672	0.7	1.0	0.097	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1659	415	601		1734	0.957	1619	1510	3.0	13.2	0.434	D
B - B1014 Benfleet Road	829	207	1344		1127	0.736	823	876	1.1	2.7	0.194	B
C - A13 Kiln Road	1003	251	1127	0.00	1469	0.683	999	1040	1.1	2.1	0.129	A
D - A129 Rayleigh Road	804	201	1312		1153	0.697	799	815	1.0	2.2	0.168	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1659	415	604		1732	0.958	1648	1518	13.2	16.0	0.613	E
B - B1014 Benfleet Road	829	207	1366		1114	0.744	828	886	2.7	2.8	0.210	B
C - A13 Kiln Road	1003	251	1139	0.00	1462	0.686	1003	1056	2.1	2.2	0.133	A
D - A129 Rayleigh Road	804	201	1318		1149	0.699	804	823	2.2	2.3	0.174	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1355	339	497		1798	0.753	1406	1249	16.0	3.3	0.177	B
B - B1014 Benfleet Road	677	169	1160		1238	0.547	683	743	2.8	1.2	0.109	A
C - A13 Kiln Road	819	205	949	0.00	1572	0.521	823	894	2.2	1.1	0.082	A
D - A129 Rayleigh Road	656	164	1085		1272	0.516	661	688	2.3	1.1	0.099	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1135	284	415		1849	0.614	1141	1041	3.3	1.7	0.088	A
B - B1014 Benfleet Road	567	142	945		1368	0.414	569	611	1.2	0.7	0.075	A
C - A13 Kiln Road	686	171	784	0.00	1668	0.411	687	729	1.1	0.7	0.062	A
D - A129 Rayleigh Road	550	137	905		1367	0.402	551	567	1.1	0.7	0.074	A

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

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - B1014 Benfleet Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A129 Rayleigh Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	C - A13 Kiln Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A13 / A129 / B1014	Standard Roundabout		A, B, C, D	0.24	B

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.24	B

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)	Run automatically
D5	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A13 London Road		ONE HOUR	✓	1395	100.000
B - B1014 Benfleet Road		ONE HOUR	✓	850	100.000
C - A13 Kiln Road		ONE HOUR	✓	866	100.000
D - A129 Rayleigh Road		ONE HOUR	✓	762	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A13 London Road		
B - B1014 Benfleet Road		
C - A13 Kiln Road	[ONE HOUR]	0.00
D - A129 Rayleigh Road		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	21	380	770	224
	B - B1014 Benfleet Road	477	0	59	314
	C - A13 Kiln Road	680	25	0	161
	D - A129 Rayleigh Road	231	344	183	4

Proportions

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0.02	0.27	0.55	0.16
	B - B1014 Benfleet Road	0.56	0.00	0.07	0.37
	C - A13 Kiln Road	0.79	0.03	0.00	0.19
	D - A129 Rayleigh Road	0.30	0.45	0.24	0.01

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	5	1	6	4
	B - B1014 Benfleet Road	1	0	4	1
	C - A13 Kiln Road	7	0	0	5
	D - A129 Rayleigh Road	2	1	2	0

Average PCU Per Veh

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	1.050	1.009	1.064	1.043
	B - B1014 Benfleet Road	1.010	1.000	1.035	1.014
	C - A13 Kiln Road	1.071	1.000	1.000	1.048
	D - A129 Rayleigh Road	1.017	1.014	1.017	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	A - A13 London Road	1050	1050	
	B - B1014 Benfleet Road	640	640	
	C - A13 Kiln Road	652	652	0.00
	D - A129 Rayleigh Road	574	574	
08:00-08:15	A - A13 London Road	1254	1254	
	B - B1014 Benfleet Road	764	764	
	C - A13 Kiln Road	779	779	0.00
	D - A129 Rayleigh Road	685	685	
08:15-08:30	A - A13 London Road	1536	1536	
	B - B1014 Benfleet Road	936	936	
	C - A13 Kiln Road	953	953	0.00
	D - A129 Rayleigh Road	839	839	
08:30-08:45	A - A13 London Road	1536	1536	
	B - B1014 Benfleet Road	936	936	
	C - A13 Kiln Road	953	953	0.00
	D - A129 Rayleigh Road	839	839	
08:45-09:00	A - A13 London Road	1254	1254	
	B - B1014 Benfleet Road	764	764	
	C - A13 Kiln Road	779	779	0.00
	D - A129 Rayleigh Road	685	685	
09:00-09:15	A - A13 London Road	1050	1050	
	B - B1014 Benfleet Road	640	640	
	C - A13 Kiln Road	652	652	0.00
	D - A129 Rayleigh Road	574	574	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A13 London Road	0.89	0.31	7.7	C	1280	1920
B - B1014 Benfleet Road	0.82	0.29	4.4	C	780	1170
C - A13 Kiln Road	0.65	0.13	2.0	A	795	1192
D - A129 Rayleigh Road	0.73	0.20	2.7	B	699	1049

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1050	263	416		1848	0.568	1045	1056	0.0	1.4	0.078	A
B - B1014 Benfleet Road	640	160	900		1395	0.459	637	561	0.0	0.9	0.080	A
C - A13 Kiln Road	652	163	779	0.00	1671	0.390	649	758	0.0	0.7	0.062	A
D - A129 Rayleigh Road	574	143	901		1369	0.419	571	527	0.0	0.7	0.076	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1254	314	499		1797	0.698	1250	1264	1.4	2.4	0.114	A
B - B1014 Benfleet Road	764	191	1077		1288	0.593	762	671	0.9	1.5	0.115	A
C - A13 Kiln Road	779	195	932	0.00	1582	0.492	777	907	0.7	1.0	0.079	A
D - A129 Rayleigh Road	685	171	1079		1275	0.537	683	630	0.7	1.2	0.103	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1536	384	608		1730	0.888	1517	1541	2.4	7.1	0.273	C
B - B1014 Benfleet Road	936	234	1308		1149	0.815	925	817	1.5	4.1	0.261	C
C - A13 Kiln Road	953	238	1132	0.00	1466	0.650	950	1102	1.0	1.9	0.123	A
D - A129 Rayleigh Road	839	210	1315		1151	0.729	833	766	1.2	2.6	0.188	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1536	384	612		1728	0.889	1534	1550	7.1	7.7	0.315	C
B - B1014 Benfleet Road	936	234	1322		1140	0.821	935	824	4.1	4.4	0.292	C
C - A13 Kiln Road	953	238	1144	0.00	1459	0.654	953	1113	1.9	2.0	0.126	A
D - A129 Rayleigh Road	839	210	1324		1146	0.732	839	773	2.6	2.7	0.197	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1254	314	504		1794	0.699	1275	1278	7.7	2.5	0.125	A
B - B1014 Benfleet Road	764	191	1097		1276	0.599	775	682	4.4	1.5	0.124	A
C - A13 Kiln Road	779	195	949	0.00	1572	0.495	782	923	2.0	1.1	0.081	A
D - A129 Rayleigh Road	685	171	1091		1269	0.540	691	640	2.7	1.2	0.106	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1050	263	420		1846	0.569	1055	1064	2.5	1.4	0.080	A
B - B1014 Benfleet Road	640	160	909		1390	0.460	643	566	1.5	0.9	0.082	A
C - A13 Kiln Road	652	163	786	0.00	1667	0.391	653	765	1.1	0.7	0.063	A
D - A129 Rayleigh Road	574	143	908		1365	0.420	576	531	1.2	0.7	0.077	A

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

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - B1014 Benfleet Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A129 Rayleigh Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	C - A13 Kiln Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A13 / A129 / B1014	Standard Roundabout		A, B, C, D	0.42	D

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.42	D

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)	Run automatically
D6	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A13 London Road		ONE HOUR	✓	1524	100.000
B - B1014 Benfleet Road		ONE HOUR	✓	773	100.000
C - A13 Kiln Road		ONE HOUR	✓	937	100.000
D - A129 Rayleigh Road		ONE HOUR	✓	768	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A13 London Road		
B - B1014 Benfleet Road		
C - A13 Kiln Road	[ONEHOUR]	0.00
D - A129 Rayleigh Road		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	20	422	759	323
	B - B1014 Benfleet Road	435	0	46	292
	C - A13 Kiln Road	707	32	4	194
	D - A129 Rayleigh Road	227	367	170	4

Proportions

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0.01	0.28	0.50	0.21
	B - B1014 Benfleet Road	0.56	0.00	0.06	0.38
	C - A13 Kiln Road	0.75	0.03	0.00	0.21
	D - A129 Rayleigh Road	0.30	0.48	0.22	0.01

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0	0	6	1
	B - B1014 Benfleet Road	0	0	0	0
	C - A13 Kiln Road	2	0	0	0
	D - A129 Rayleigh Road	0	0	0	0

Average PCU Per Veh

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	1.000	1.002	1.062	1.011
	B - B1014 Benfleet Road	1.000	1.000	1.000	1.004
	C - A13 Kiln Road	1.022	1.000	1.000	1.000
	D - A129 Rayleigh Road	1.000	1.004	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	A - A13 London Road	1147	1147	
	B - B1014 Benfleet Road	582	582	
	C - A13 Kiln Road	705	705	0.00
	D - A129 Rayleigh Road	578	578	
17:00-17:15	A - A13 London Road	1370	1370	
	B - B1014 Benfleet Road	695	695	
	C - A13 Kiln Road	842	842	0.00
	D - A129 Rayleigh Road	690	690	
17:15-17:30	A - A13 London Road	1678	1678	
	B - B1014 Benfleet Road	851	851	
	C - A13 Kiln Road	1032	1032	0.00
	D - A129 Rayleigh Road	846	846	
17:30-17:45	A - A13 London Road	1678	1678	
	B - B1014 Benfleet Road	851	851	
	C - A13 Kiln Road	1032	1032	0.00
	D - A129 Rayleigh Road	846	846	
17:45-18:00	A - A13 London Road	1370	1370	
	B - B1014 Benfleet Road	695	695	
	C - A13 Kiln Road	842	842	0.00
	D - A129 Rayleigh Road	690	690	
18:00-18:15	A - A13 London Road	1147	1147	
	B - B1014 Benfleet Road	582	582	
	C - A13 Kiln Road	705	705	0.00
	D - A129 Rayleigh Road	578	578	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A13 London Road	0.98	0.80	21.5	E	1398	2098
B - B1014 Benfleet Road	0.78	0.24	3.3	B	709	1064
C - A13 Kiln Road	0.72	0.15	2.5	A	860	1290
D - A129 Rayleigh Road	0.74	0.20	2.7	B	705	1057

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1147	287	432		1838	0.624	1141	1041	0.0	1.7	0.088	A
B - B1014 Benfleet Road	582	145	958		1360	0.428	579	615	0.0	0.7	0.077	A
C - A13 Kiln Road	705	176	804	0.00	1656	0.426	702	733	0.0	0.7	0.064	A
D - A129 Rayleigh Road	578	145	898		1371	0.422	575	609	0.0	0.7	0.075	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1370	343	517		1786	0.767	1364	1246	1.7	3.3	0.145	A
B - B1014 Benfleet Road	695	174	1146		1247	0.557	693	735	0.7	1.2	0.108	A
C - A13 Kiln Road	842	211	962	0.00	1564	0.538	841	876	0.7	1.2	0.084	A
D - A129 Rayleigh Road	690	173	1074		1278	0.540	689	728	0.7	1.2	0.102	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1678	419	631		1716	0.978	1625	1519	3.3	16.4	0.513	D
B - B1014 Benfleet Road	851	213	1370		1111	0.766	844	886	1.2	3.1	0.219	B
C - A13 Kiln Road	1032	258	1164	0.00	1447	0.713	1027	1050	1.2	2.4	0.143	A
D - A129 Rayleigh Road	846	211	1310		1154	0.733	840	880	1.2	2.6	0.188	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1678	419	635		1713	0.979	1658	1528	16.4	21.5	0.796	E
B - B1014 Benfleet Road	851	213	1395		1096	0.776	850	898	3.1	3.3	0.242	B
C - A13 Kiln Road	1032	258	1177	0.00	1440	0.717	1031	1068	2.4	2.5	0.149	A
D - A129 Rayleigh Road	846	211	1318		1149	0.736	845	890	2.6	2.7	0.197	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1370	343	523		1782	0.769	1442	1260	21.5	3.6	0.218	B
B - B1014 Benfleet Road	695	174	1204		1212	0.574	703	761	3.3	1.4	0.120	A
C - A13 Kiln Road	842	211	989	0.00	1549	0.544	848	918	2.5	1.2	0.088	A
D - A129 Rayleigh Road	690	173	1086		1271	0.543	696	750	2.7	1.2	0.106	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1147	287	436		1836	0.625	1155	1049	3.6	1.7	0.092	A
B - B1014 Benfleet Road	582	145	969		1353	0.430	584	621	1.4	0.8	0.078	A
C - A13 Kiln Road	705	176	813	0.00	1651	0.427	707	741	1.2	0.8	0.065	A
D - A129 Rayleigh Road	578	145	905		1367	0.423	580	615	1.2	0.7	0.077	A

(Default Analysis Set) - 2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - B1014 Benfleet Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A129 Rayleigh Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	C - A13 Kiln Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A13 / A129 / B1014	Standard Roundabout		A, B, C, D	0.23	B

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.23	B

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)	Run automatically
D7	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A13 London Road		ONE HOUR	✓	1409	100.000
B - B1014 Benfleet Road		ONE HOUR	✓	852	100.000
C - A13 Kiln Road		ONE HOUR	✓	866	100.000
D - A129 Rayleigh Road		ONE HOUR	✓	709	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A13 London Road		
B - B1014 Benfleet Road		
C - A13 Kiln Road	[ONE HOUR]	0.00
D - A129 Rayleigh Road		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	21	386	784	218
	B - B1014 Benfleet Road	485	0	60	307
	C - A13 Kiln Road	692	26	0	148
	D - A129 Rayleigh Road	217	329	159	4

Proportions

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0.01	0.27	0.56	0.15
	B - B1014 Benfleet Road	0.57	0.00	0.07	0.36
	C - A13 Kiln Road	0.80	0.03	0.00	0.17
	D - A129 Rayleigh Road	0.31	0.46	0.22	0.01

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	5	1	6	5
	B - B1014 Benfleet Road	1	0	4	2
	C - A13 Kiln Road	7	0	0	5
	D - A129 Rayleigh Road	2	2	2	0

Average PCU Per Veh

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	1.050	1.009	1.064	1.045
	B - B1014 Benfleet Road	1.010	1.000	1.035	1.015
	C - A13 Kiln Road	1.071	1.000	1.000	1.053
	D - A129 Rayleigh Road	1.018	1.015	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	A - A13 London Road	1061	1061	
	B - B1014 Benfleet Road	641	641	
	C - A13 Kiln Road	652	652	0.00
	D - A129 Rayleigh Road	534	534	
08:00-08:15	A - A13 London Road	1267	1267	
	B - B1014 Benfleet Road	766	766	
	C - A13 Kiln Road	779	779	0.00
	D - A129 Rayleigh Road	637	637	
08:15-08:30	A - A13 London Road	1551	1551	
	B - B1014 Benfleet Road	938	938	
	C - A13 Kiln Road	953	953	0.00
	D - A129 Rayleigh Road	781	781	
08:30-08:45	A - A13 London Road	1551	1551	
	B - B1014 Benfleet Road	938	938	
	C - A13 Kiln Road	953	953	0.00
	D - A129 Rayleigh Road	781	781	
08:45-09:00	A - A13 London Road	1267	1267	
	B - B1014 Benfleet Road	766	766	
	C - A13 Kiln Road	779	779	0.00
	D - A129 Rayleigh Road	637	637	
09:00-09:15	A - A13 London Road	1061	1061	
	B - B1014 Benfleet Road	641	641	
	C - A13 Kiln Road	652	652	0.00
	D - A129 Rayleigh Road	534	534	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A13 London Road	0.88	0.30	7.4	C	1293	1939
B - B1014 Benfleet Road	0.82	0.28	4.2	C	782	1173
C - A13 Kiln Road	0.65	0.13	2.0	A	795	1192
D - A129 Rayleigh Road	0.69	0.17	2.2	B	651	976

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1061	265	388		1865	0.569	1055	1060	0.0	1.4	0.077	A
B - B1014 Benfleet Road	641	160	888		1402	0.457	638	555	0.0	0.8	0.079	A
C - A13 Kiln Road	652	163	775	0.00	1673	0.390	649	751	0.0	0.7	0.062	A
D - A129 Rayleigh Road	534	133	917		1361	0.392	531	507	0.0	0.7	0.073	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1267	317	465		1818	0.697	1263	1269	1.4	2.3	0.112	A
B - B1014 Benfleet Road	766	191	1063		1297	0.591	764	664	0.8	1.4	0.114	A
C - A13 Kiln Road	779	195	928	0.00	1584	0.491	777	899	0.7	1.0	0.079	A
D - A129 Rayleigh Road	637	159	1098		1265	0.504	636	607	0.7	1.0	0.097	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1551	388	567		1755	0.884	1533	1548	2.3	6.9	0.263	C
B - B1014 Benfleet Road	938	235	1292		1159	0.810	928	809	1.4	4.0	0.253	C
C - A13 Kiln Road	953	238	1127	0.00	1469	0.649	950	1092	1.0	1.9	0.122	A
D - A129 Rayleigh Road	781	195	1339		1139	0.686	776	738	1.0	2.1	0.166	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1551	388	570		1753	0.885	1549	1557	6.9	7.4	0.301	C
B - B1014 Benfleet Road	938	235	1304		1151	0.815	937	815	4.0	4.2	0.281	C
C - A13 Kiln Road	953	238	1138	0.00	1462	0.652	953	1103	1.9	2.0	0.126	A
D - A129 Rayleigh Road	781	195	1347		1134	0.688	780	745	2.1	2.2	0.172	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1267	317	469		1816	0.698	1286	1283	7.4	2.5	0.123	A
B - B1014 Benfleet Road	766	191	1082		1286	0.596	777	674	4.2	1.5	0.122	A
C - A13 Kiln Road	779	195	944	0.00	1575	0.494	782	914	2.0	1.1	0.081	A
D - A129 Rayleigh Road	637	159	1110		1259	0.506	642	616	2.2	1.1	0.100	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1061	265	391		1863	0.569	1065	1068	2.5	1.4	0.079	A
B - B1014 Benfleet Road	641	160	896		1397	0.459	644	560	1.5	0.9	0.081	A
C - A13 Kiln Road	652	163	782	0.00	1669	0.391	653	758	1.1	0.7	0.063	A
D - A129 Rayleigh Road	534	133	924		1357	0.393	535	512	1.1	0.7	0.074	A

(Default Analysis Set) - 2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - B1014 Benfleet Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A129 Rayleigh Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A13 / A129 / B1014	Standard Roundabout		A, B, C, D	0.42	D

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.42	D

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)	Run automatically
D8	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A13 London Road		ONE HOUR	✓	1536	100.000
B - B1014 Benfleet Road		ONE HOUR	✓	767	100.000
C - A13 Kiln Road		ONE HOUR	✓	927	100.000
D - A129 Rayleigh Road		ONE HOUR	✓	744	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A13 London Road		
B - B1014 Benfleet Road		
C - A13 Kiln Road	[ONEHOUR]	50.00
D - A129 Rayleigh Road		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	21	430	773	312
	B - B1014 Benfleet Road	443	0	47	277
	C - A13 Kiln Road	720	32	4	171
	D - A129 Rayleigh Road	221	361	158	4

Proportions

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0.01	0.28	0.50	0.20
	B - B1014 Benfleet Road	0.58	0.00	0.06	0.36
	C - A13 Kiln Road	0.78	0.03	0.00	0.18
	D - A129 Rayleigh Road	0.30	0.49	0.21	0.01

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0	0	6	1
	B - B1014 Benfleet Road	0	0	0	0
	C - A13 Kiln Road	2	0	0	0
	D - A129 Rayleigh Road	0	1	0	0

Average PCU Per Veh

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	1.000	1.002	1.062	1.011
	B - B1014 Benfleet Road	1.000	1.000	1.000	1.004
	C - A13 Kiln Road	1.022	1.000	1.000	1.000
	D - A129 Rayleigh Road	1.000	1.005	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	A - A13 London Road	1156	1156	
	B - B1014 Benfleet Road	577	577	
	C - A13 Kiln Road	698	698	37.64
	D - A129 Rayleigh Road	560	560	
17:00-17:15	A - A13 London Road	1381	1381	
	B - B1014 Benfleet Road	690	690	
	C - A13 Kiln Road	833	833	44.95
	D - A129 Rayleigh Road	669	669	
17:15-17:30	A - A13 London Road	1691	1691	
	B - B1014 Benfleet Road	844	844	
	C - A13 Kiln Road	1021	1021	55.05
	D - A129 Rayleigh Road	819	819	
17:30-17:45	A - A13 London Road	1691	1691	
	B - B1014 Benfleet Road	844	844	
	C - A13 Kiln Road	1021	1021	55.05
	D - A129 Rayleigh Road	819	819	
17:45-18:00	A - A13 London Road	1381	1381	
	B - B1014 Benfleet Road	690	690	
	C - A13 Kiln Road	833	833	44.95
	D - A129 Rayleigh Road	669	669	
18:00-18:15	A - A13 London Road	1156	1156	
	B - B1014 Benfleet Road	577	577	
	C - A13 Kiln Road	698	698	37.64
	D - A129 Rayleigh Road	560	560	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A13 London Road	0.98	0.80	21.8	E	1409	2114
B - B1014 Benfleet Road	0.77	0.23	3.2	B	704	1056
C - A13 Kiln Road	0.70	0.14	2.4	A	851	1276
D - A129 Rayleigh Road	0.72	0.19	2.5	B	683	1024

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1156	289	419		1846	0.626	1150	1053	0.0	1.7	0.088	A
B - B1014 Benfleet Road	577	144	952		1364	0.423	575	616	0.0	0.7	0.076	A
C - A13 Kiln Road	698	174	792	37.64	1664	0.420	695	735	0.0	0.7	0.063	A
D - A129 Rayleigh Road	560	140	914		1362	0.411	557	572	0.0	0.7	0.074	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1381	345	501		1796	0.769	1374	1260	1.7	3.3	0.145	A
B - B1014 Benfleet Road	690	172	1139		1251	0.551	688	737	0.7	1.2	0.106	A
C - A13 Kiln Road	833	208	947	44.95	1573	0.530	832	879	0.7	1.1	0.082	A
D - A129 Rayleigh Road	669	167	1094		1267	0.528	667	685	0.7	1.1	0.100	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1691	423	612		1728	0.979	1638	1537	3.3	16.6	0.514	D
B - B1014 Benfleet Road	844	211	1361		1117	0.756	838	888	1.2	2.9	0.210	B
C - A13 Kiln Road	1021	255	1146	55.05	1458	0.700	1016	1053	1.1	2.3	0.137	A
D - A129 Rayleigh Road	819	205	1335		1141	0.718	814	827	1.1	2.5	0.181	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1691	423	615		1726	0.980	1670	1546	16.6	21.8	0.800	E
B - B1014 Benfleet Road	844	211	1386		1102	0.766	844	900	2.9	3.2	0.231	B
C - A13 Kiln Road	1021	255	1158	55.05	1450	0.704	1020	1071	2.3	2.4	0.142	A
D - A129 Rayleigh Road	819	205	1342		1137	0.721	819	837	2.5	2.5	0.189	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1381	345	507		1792	0.770	1454	1274	21.8	3.6	0.220	B
B - B1014 Benfleet Road	690	172	1197		1216	0.567	697	763	3.2	1.3	0.117	A
C - A13 Kiln Road	833	208	973	44.95	1558	0.535	838	921	2.4	1.2	0.085	A
D - A129 Rayleigh Road	669	167	1106		1261	0.530	674	705	2.5	1.1	0.103	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1156	289	422		1844	0.627	1164	1061	3.6	1.8	0.092	A
B - B1014 Benfleet Road	577	144	963		1357	0.426	580	623	1.3	0.7	0.078	A
C - A13 Kiln Road	698	174	800	37.64	1659	0.421	700	744	1.2	0.7	0.064	A
D - A129 Rayleigh Road	560	140	921		1358	0.412	562	578	1.1	0.7	0.076	A

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

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - B1014 Benfleet Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A129 Rayleigh Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	C - A13 Kiln Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A13 / A129 / B1014	Standard Roundabout		A, B, C, D	0.28	C

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.28	C

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)	Run automatically
D9	2031 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A13 London Road		ONE HOUR	✓	1419	100.000
B - B1014 Benfleet Road		ONE HOUR	✓	864	100.000
C - A13 Kiln Road		ONE HOUR	✓	881	100.000
D - A129 Rayleigh Road		ONE HOUR	✓	775	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A13 London Road		
B - B1014 Benfleet Road		
C - A13 Kiln Road	[ONEHOUR]	0.00
D - A129 Rayleigh Road		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	21	386	784	228
	B - B1014 Benfleet Road	485	0	60	319
	C - A13 Kiln Road	692	26	0	163
	D - A129 Rayleigh Road	235	350	186	4

Proportions

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0.01	0.27	0.55	0.16
	B - B1014 Benfleet Road	0.56	0.00	0.07	0.37
	C - A13 Kiln Road	0.79	0.03	0.00	0.19
	D - A129 Rayleigh Road	0.30	0.45	0.24	0.01

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	5	1	7	4
	B - B1014 Benfleet Road	1	0	4	2
	C - A13 Kiln Road	7	0	0	5
	D - A129 Rayleigh Road	2	1	2	0

Average PCU Per Veh

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	1.051	1.009	1.065	1.043
	B - B1014 Benfleet Road	1.010	1.000	1.036	1.015
	C - A13 Kiln Road	1.071	1.000	1.000	1.048
	D - A129 Rayleigh Road	1.017	1.014	1.017	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	A - A13 London Road	1068	1068	
	B - B1014 Benfleet Road	650	650	
	C - A13 Kiln Road	663	663	0.00
	D - A129 Rayleigh Road	583	583	
08:00-08:15	A - A13 London Road	1276	1276	
	B - B1014 Benfleet Road	777	777	
	C - A13 Kiln Road	792	792	0.00
	D - A129 Rayleigh Road	697	697	
08:15-08:30	A - A13 London Road	1562	1562	
	B - B1014 Benfleet Road	951	951	
	C - A13 Kiln Road	970	970	0.00
	D - A129 Rayleigh Road	853	853	
08:30-08:45	A - A13 London Road	1562	1562	
	B - B1014 Benfleet Road	951	951	
	C - A13 Kiln Road	970	970	0.00
	D - A129 Rayleigh Road	853	853	
08:45-09:00	A - A13 London Road	1276	1276	
	B - B1014 Benfleet Road	777	777	
	C - A13 Kiln Road	792	792	0.00
	D - A129 Rayleigh Road	697	697	
09:00-09:15	A - A13 London Road	1068	1068	
	B - B1014 Benfleet Road	650	650	
	C - A13 Kiln Road	663	663	0.00
	D - A129 Rayleigh Road	583	583	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A13 London Road	0.91	0.37	9.1	C	1302	1953
B - B1014 Benfleet Road	0.84	0.34	5.1	C	793	1189
C - A13 Kiln Road	0.67	0.13	2.1	A	808	1213
D - A129 Rayleigh Road	0.75	0.22	3.0	B	711	1067

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1068	267	424		1843	0.580	1063	1074	0.0	1.4	0.080	A
B - B1014 Benfleet Road	650	163	916		1386	0.469	647	571	0.0	0.9	0.082	A
C - A13 Kiln Road	663	166	791	0.00	1664	0.399	660	771	0.0	0.7	0.063	A
D - A129 Rayleigh Road	583	146	917		1361	0.429	580	535	0.0	0.8	0.078	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1276	319	507		1792	0.712	1271	1285	1.4	2.5	0.120	A
B - B1014 Benfleet Road	777	194	1096		1277	0.608	774	683	0.9	1.5	0.120	A
C - A13 Kiln Road	792	198	947	0.00	1573	0.503	791	923	0.7	1.1	0.081	A
D - A129 Rayleigh Road	697	174	1098		1266	0.551	695	640	0.8	1.2	0.106	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1562	391	618		1724	0.906	1539	1565	2.5	8.3	0.308	C
B - B1014 Benfleet Road	951	238	1328		1137	0.837	939	830	1.5	4.6	0.291	C
C - A13 Kiln Road	970	242	1148	0.00	1456	0.666	966	1119	1.1	2.1	0.129	A
D - A129 Rayleigh Road	853	213	1337		1139	0.749	847	777	1.2	2.9	0.204	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1562	391	623		1721	0.908	1559	1576	8.3	9.1	0.371	C
B - B1014 Benfleet Road	951	238	1344		1127	0.844	950	838	4.6	5.1	0.336	C
C - A13 Kiln Road	970	242	1162	0.00	1449	0.670	970	1132	2.1	2.1	0.133	A
D - A129 Rayleigh Road	853	213	1346		1134	0.752	853	785	2.9	3.0	0.216	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1276	319	514		1788	0.713	1301	1302	9.1	2.7	0.135	A
B - B1014 Benfleet Road	777	194	1120		1262	0.615	790	695	5.1	1.7	0.132	A
C - A13 Kiln Road	792	198	968	0.00	1561	0.507	796	943	2.1	1.1	0.084	A
D - A129 Rayleigh Road	697	174	1112		1258	0.554	704	652	3.0	1.3	0.111	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1068	267	428		1841	0.580	1073	1082	2.7	1.5	0.082	A
B - B1014 Benfleet Road	650	163	925		1380	0.471	653	576	1.7	0.9	0.084	A
C - A13 Kiln Road	663	166	799	0.00	1659	0.400	665	779	1.1	0.7	0.064	A
D - A129 Rayleigh Road	583	146	925		1357	0.430	585	540	1.3	0.8	0.079	A

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

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - B1014 Benfleet Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A129 Rayleigh Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A13 / A129 / B1014	Standard Roundabout		A, B, C, D	0.52	D

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.52	D

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)	Run automatically
D10	2031 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A13 London Road		ONE HOUR	✓	1552	100.000
B - B1014 Benfleet Road		ONE HOUR	✓	787	100.000
C - A13 Kiln Road		ONE HOUR	✓	953	100.000
D - A129 Rayleigh Road		ONE HOUR	✓	781	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - A13 London Road		
B - B1014 Benfleet Road		
C - A13 Kiln Road	[ONEHOUR]	50.00
D - A129 Rayleigh Road		

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	21	430	773	328
	B - B1014 Benfleet Road	443	0	47	297
	C - A13 Kiln Road	720	32	4	197
	D - A129 Rayleigh Road	231	373	173	4

Proportions

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0.01	0.28	0.50	0.21
	B - B1014 Benfleet Road	0.56	0.00	0.06	0.38
	C - A13 Kiln Road	0.76	0.03	0.00	0.21
	D - A129 Rayleigh Road	0.30	0.48	0.22	0.01

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	0	0	6	1
	B - B1014 Benfleet Road	0	0	0	0
	C - A13 Kiln Road	2	0	0	0
	D - A129 Rayleigh Road	0	0	0	0

Average PCU Per Veh

	To				
		A - A13 London Road	B - B1014 Benfleet Road	C - A13 Kiln Road	D - A129 Rayleigh Road
From	A - A13 London Road	1.000	1.002	1.062	1.011
	B - B1014 Benfleet Road	1.000	1.000	1.000	1.004
	C - A13 Kiln Road	1.022	1.000	1.000	1.000
	D - A129 Rayleigh Road	1.000	1.004	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	A - A13 London Road	1168	1168	
	B - B1014 Benfleet Road	592	592	
	C - A13 Kiln Road	717	717	37.64
	D - A129 Rayleigh Road	588	588	
17:00-17:15	A - A13 London Road	1395	1395	
	B - B1014 Benfleet Road	707	707	
	C - A13 Kiln Road	857	857	44.95
	D - A129 Rayleigh Road	702	702	
17:15-17:30	A - A13 London Road	1709	1709	
	B - B1014 Benfleet Road	867	867	
	C - A13 Kiln Road	1049	1049	55.05
	D - A129 Rayleigh Road	860	860	
17:30-17:45	A - A13 London Road	1709	1709	
	B - B1014 Benfleet Road	867	867	
	C - A13 Kiln Road	1049	1049	55.05
	D - A129 Rayleigh Road	860	860	
17:45-18:00	A - A13 London Road	1395	1395	
	B - B1014 Benfleet Road	707	707	
	C - A13 Kiln Road	857	857	44.95
	D - A129 Rayleigh Road	702	702	
18:00-18:15	A - A13 London Road	1168	1168	
	B - B1014 Benfleet Road	592	592	
	C - A13 Kiln Road	717	717	37.64
	D - A129 Rayleigh Road	588	588	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A13 London Road	1.00	1.03	29.6	F	1424	2136
B - B1014 Benfleet Road	0.80	0.27	3.7	C	722	1083
C - A13 Kiln Road	0.73	0.16	2.7	A	874	1312
D - A129 Rayleigh Road	0.76	0.22	3.0	B	717	1075

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1168	292	439		1834	0.637	1161	1060	0.0	1.8	0.091	A
B - B1014 Benfleet Road	592	148	975		1350	0.439	589	625	0.0	0.8	0.079	A
C - A13 Kiln Road	717	179	818	37.64	1648	0.435	714	746	0.0	0.8	0.065	A
D - A129 Rayleigh Road	588	147	914		1362	0.432	585	619	0.0	0.8	0.077	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1395	349	525		1781	0.783	1388	1269	1.8	3.6	0.155	A
B - B1014 Benfleet Road	707	177	1166		1235	0.573	705	748	0.8	1.3	0.113	A
C - A13 Kiln Road	857	214	979	44.95	1555	0.551	855	892	0.8	1.2	0.087	A
D - A129 Rayleigh Road	702	176	1094		1267	0.554	700	740	0.8	1.2	0.106	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1709	427	640		1710	0.999	1640	1546	3.6	20.7	0.605	E
B - B1014 Benfleet Road	867	217	1384		1103	0.786	858	897	1.3	3.4	0.238	B
C - A13 Kiln Road	1049	262	1180	55.05	1438	0.730	1044	1062	1.2	2.6	0.153	A
D - A129 Rayleigh Road	860	215	1333		1141	0.753	853	891	1.2	2.9	0.204	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1709	427	645		1707	1.001	1673	1556	20.7	29.6	1.032	F
B - B1014 Benfleet Road	867	217	1409		1088	0.797	865	909	3.4	3.7	0.268	C
C - A13 Kiln Road	1049	262	1194	55.05	1430	0.734	1049	1080	2.6	2.7	0.160	A
D - A129 Rayleigh Road	860	215	1342		1137	0.756	859	901	2.9	3.0	0.216	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1395	349	532		1777	0.785	1497	1285	29.6	4.0	0.299	C
B - B1014 Benfleet Road	707	177	1247		1186	0.597	716	782	3.7	1.5	0.130	A
C - A13 Kiln Road	857	214	1014	44.95	1534	0.558	862	949	2.7	1.3	0.092	A
D - A129 Rayleigh Road	702	176	1108		1260	0.557	709	769	3.0	1.3	0.110	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - A13 London Road	1168	292	443		1832	0.638	1177	1069	4.0	1.9	0.096	A
B - B1014 Benfleet Road	592	148	988		1342	0.441	595	632	1.5	0.8	0.081	A
C - A13 Kiln Road	717	179	828	37.64	1643	0.437	720	756	1.3	0.8	0.066	A
D - A129 Rayleigh Road	588	147	922		1358	0.433	590	625	1.3	0.8	0.078	A



Junctions 10	
ARCADY 10 - Roundabout Module	
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Filename: Woodmans Arms_001_double_roundabout_linked.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 15:06:04

-
- »(Default Analysis Set) - 2022 Base, AM
 - »(Default Analysis Set) - 2022 Base, PM
 - »(Default Analysis Set) - 2026 Base, AM
 - »(Default Analysis Set) - 2026 Base , PM
 - »(Default Analysis Set) - 2026 Base + Dev , AM
 - »(Default Analysis Set) - 2026 Base + Dev, PM
 - »(Default Analysis Set) - 2031 Base, AM
 - »(Default Analysis Set) - 2031 Base, PM
 - »(Default Analysis Set) - 2031 Base + Dev, AM
 - »(Default Analysis Set) - 2031 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Set ID	Queue (PCU)	Delay (min)	RFC	LOS
	A1 - 2022 Base									
1 - North Mini - A - A129 Rayleigh Road (N)	D1	8.9	0.61	0.91	E	D2	55.4	2.75	1.08	F
1 - North Mini - B - Daws Heath Road (E)		5.5	0.65	0.86	E		2.8	0.38	0.74	C
1 - North Mini - C - A129 Rayleigh Road - Link (S)		0.0	0.78	1.00	E		0.0	0.75	1.00	E
2 - South Mini - D - A129 Rayleigh Road - Link (N)		0.0	0.28	0.84	C		0.0	0.32	0.86	C
2 - South Mini - E - A129 Rayleigh Road (S)		67.9	6.50	1.25	F		62.1	5.47	1.21	F
2 - South Mini - F - Hart Road (W)		31.8	3.84	1.12	F		34.7	3.94	1.12	F
	A1 - 2026 Base									
1 - North Mini - A - A129 Rayleigh Road (N)	D3	10.3	0.70	0.93	E	D4	65.1	3.27	1.10	F
1 - North Mini - B - Daws Heath Road (E)		6.5	0.76	0.89	E		3.0	0.40	0.76	C
1 - North Mini - C - A129 Rayleigh Road - Link (S)		0.0	0.78	1.00	E		0.0	0.75	1.00	E
2 - South Mini - D - A129 Rayleigh Road - Link (N)		0.0	0.29	0.85	C		0.0	0.33	0.87	C
2 - South Mini - E - A129 Rayleigh Road (S)		76.0	7.58	1.27	F		69.5	6.32	1.23	F
2 - South Mini - F - Hart Road (W)		36.7	4.62	1.15	F		40.8	4.89	1.16	F
	A1 - 2026 Base + Dev									
1 - North Mini - A - A129 Rayleigh Road (N)	D5	23.0	1.37	1.00	F	D6	106.1	6.17	1.18	F
1 - North Mini - B - Daws Heath Road (E)		28.2	2.48	1.06	F		4.7	0.57	0.84	D
1 - North Mini - C - A129 Rayleigh Road - Link (S)		0.2	0.79	1.00	E		0.1	0.76	1.00	E
2 - South Mini - D - A129 Rayleigh Road - Link (N)		0.0	0.37	0.90	C		0.0	0.32	0.87	C
2 - South Mini - E - A129 Rayleigh Road (S)		122.7	12.14	1.36	F		124.6	11.42	1.35	F
2 - South Mini - F - Hart Road (W)		47.0	6.55	1.21	F		58.2	7.87	1.26	F
	A1 - 2031 Base									
1 - North Mini - A - A129 Rayleigh Road (N)	D7	11.8	0.78	0.94	E	D8	75.5	3.97	1.12	F
1 - North Mini - B - Daws Heath Road (E)		7.7	0.88	0.91	F		3.2	0.43	0.77	D
1 - North Mini - C - A129 Rayleigh Road - Link (S)		0.0	0.78	1.00	E		0.0	0.75	1.00	E
2 - South Mini - D - A129 Rayleigh Road - Link (N)		0.0	0.31	0.86	C		0.0	0.33	0.87	C
2 - South Mini - E - A129 Rayleigh Road (S)		88.8	8.99	1.30	F		81.0	7.68	1.25	F
2 - South Mini - F - Hart Road (W)		37.9	4.88	1.17	F		43.1	5.32	1.19	F
	A1 - 2031 Base + Dev									
1 - North Mini - A - A129 Rayleigh Road (N)	D9	27.2	1.55	1.02	F	D10	117.9	6.98	1.20	F
1 - North Mini - B - Daws Heath Road (E)		32.9	2.83	1.08	F		5.2	0.62	0.86	E
1 - North Mini - C - A129 Rayleigh Road - Link (S)		0.0	0.79	1.00	E		0.0	0.76	1.00	E
2 - South Mini - D - A129 Rayleigh Road - Link (N)		0.0	0.38	0.90	C		0.0	0.33	0.87	C
2 - South Mini - E - A129 Rayleigh Road (S)		132.1	13.05	1.38	F		137.3	12.48	1.38	F
2 - South Mini - F - Hart Road (W)		55.1	8.10	1.24	F		67.5	9.31	1.29	F

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.

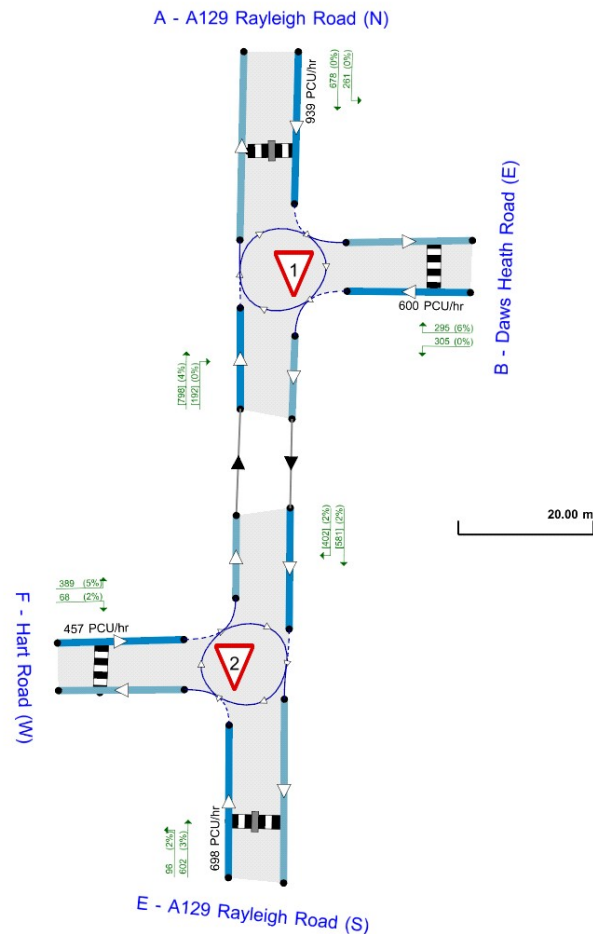
File summary

File Description

Title	A129 / Daws Heath Road Double Mini
Location	Thundersley
Site number	4
Date	15/04/2013
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	min	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
JUNCTIONS 9	5.75						0.85	0.60	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓
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	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	1 - North Mini - C - A129 Rayleigh Road - Link (S) - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 5 timesegment(s).
Warning	Linked Roundabout	1 - North Mini - C - A129 Rayleigh Road - Link (S)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - South Mini - D - A129 Rayleigh Road - Link (N)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	North Mini	Mini-roundabout		A, B, C	0.69	E
2	South Mini	Mini-roundabout		D, E, F	3.11	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (min)	Network LOS
Left	Normal/unknown	Normal/unknown		1.81	F

Arms

Arms

Junction	Arm	Name	Description
1 - North Mini	A	A129 Rayleigh Road (N)	
	B	Daws Heath Road (E)	
	C	A129 Rayleigh Road - Link (S)	
2 - South Mini	D	A129 Rayleigh Road - Link (N)	
	E	A129 Rayleigh Road (S)	
	F	Hart Road (W)	

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - North Mini	A - A129 Rayleigh Road (N)	4.10	2.90	5.50	5.0	15.60	13.10	0.0	✓
	B - Daws Heath Road (E)	2.90	2.90	5.80	5.8	5.00	4.30	0.0	✓
	C - A129 Rayleigh Road - Link (S)	6.00	6.00	6.00	0.0	13.80	11.30	0.0	✓
2 - South Mini	D - A129 Rayleigh Road - Link (N)	6.50	6.50	6.50	0.0	17.70	12.70	0.0	✓
	E - A129 Rayleigh Road (S)	3.40	3.40	5.00	5.3	15.20	9.80	0.0	✓
	F - Hart Road (W)	3.20	3.10	6.50	8.0	11.20	4.70	0.0	

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
1 - North Mini	A - A129 Rayleigh Road (N)	2.00	2.00	✓	Distance			4.00	2.86	5.00	3.57
	B - Daws Heath Road (E)	2.00	3.00		Distance	6.80	4.86				
2 - South Mini	E - A129 Rayleigh Road (S)	1.00	2.00	✓	Distance			4.25	3.04	4.25	3.04
	F - Hart Road (W)	3.00	4.00		Distance	6.50	4.64				

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - North Mini	A - A129 Rayleigh Road (N)	0.522	1103
	B - Daws Heath Road (E)	0.518	986
	C - A129 Rayleigh Road - Link (S)	0.597	1144
2 - South Mini	D - A129 Rayleigh Road - Link (N)	0.620	1226
	E - A129 Rayleigh Road (S)	0.527	1056
	F - Hart Road (W)	0.649	980

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

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)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - North Mini	C - A129 Rayleigh Road - Link (S)	2	D	Closely spaced	Normal	0	100.00	2.00
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1	C	Closely spaced	Normal	0	100.00	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Mini	A - A129 Rayleigh Road (N)		ONE HOUR	✓	849	100.000
	B - Daws Heath Road (E)		ONE HOUR	✓	493	100.000
	C - A129 Rayleigh Road - Link (S)	✓				
2 - South Mini	D - A129 Rayleigh Road - Link (N)	✓				
	E - A129 Rayleigh Road (S)		ONE HOUR	✓	638	100.000
	F - Hart Road (W)		ONE HOUR	✓	436	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - North Mini	A - A129 Rayleigh Road (N)	[ONEHOUR]	60.00
	B - Daws Heath Road (E)	[ONEHOUR]	60.00
	C - A129 Rayleigh Road - Link (S)		
2 - South Mini	D - A129 Rayleigh Road - Link (N)		
	E - A129 Rayleigh Road (S)	[ONEHOUR]	60.00
	F - Hart Road (W)	[ONEHOUR]	60.00

Origin-Destination Data

Demand (PCU/hr)

1 - North Mini

	To			
From		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	222	627
	B - Daws Heath Road (E)	243	0	250
	C - A129 Rayleigh Road - Link (S)	755	160	0

Proportions

	To		
From		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)
	A - A129 Rayleigh Road (N)	0.00	0.26
	B - Daws Heath Road (E)	0.49	0.00
	C - A129 Rayleigh Road - Link (S)	0.83	0.17

Demand (PCU/hr)

2 - South Mini

	To			
From		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	498	379
	E - A129 Rayleigh Road (S)	545	0	93
	F - Hart Road (W)	370	66	0

Proportions

	To		
From		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)
	D - A129 Rayleigh Road - Link (N)	0.00	0.57
	E - A129 Rayleigh Road (S)	0.85	0.00
	F - Hart Road (W)	0.85	0.15

Vehicle Mix

Heavy Vehicle Percentages

1 - North Mini

	To			
From		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	6	3
	B - Daws Heath Road (E)	7	0	0
	C - A129 Rayleigh Road - Link (S)	4	1	0

Average PCU Per Veh

	To		
From		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)
	A - A129 Rayleigh Road (N)	1.000	1.056
	B - Daws Heath Road (E)	1.071	1.000
	C - A129 Rayleigh Road - Link (S)	1.042	1.005

Heavy Vehicle Percentages

2 - South Mini

	To			
From		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	2	2
	E - A129 Rayleigh Road (S)	3	0	2
	F - Hart Road (W)	5	2	0

Average PCU Per Veh

	To		
From		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)
	D - A129 Rayleigh Road - Link (N)	1.000	1.024
	E - A129 Rayleigh Road (S)	1.026	1.000
	F - Hart Road (W)	1.050	1.015

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - North Mini	A - A129 Rayleigh Road (N)	639	639	45.17
		B - Daws Heath Road (E)	371	371	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	480	480	45.17
		F - Hart Road (W)	328	328	45.17
08:00-08:15	1 - North Mini	A - A129 Rayleigh Road (N)	763	763	53.94
		B - Daws Heath Road (E)	443	443	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	574	574	53.94
		F - Hart Road (W)	392	392	53.94
08:15-08:30	1 - North Mini	A - A129 Rayleigh Road (N)	935	935	66.06
		B - Daws Heath Road (E)	543	543	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	702	702	66.06
		F - Hart Road (W)	480	480	66.06
08:30-08:45	1 - North Mini	A - A129 Rayleigh Road (N)	935	935	66.06
		B - Daws Heath Road (E)	543	543	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	702	702	66.06
		F - Hart Road (W)	480	480	66.06
08:45-09:00	1 - North Mini	A - A129 Rayleigh Road (N)	763	763	53.94
		B - Daws Heath Road (E)	443	443	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	574	574	53.94
		F - Hart Road (W)	392	392	53.94
09:00-09:15	1 - North Mini	A - A129 Rayleigh Road (N)	639	639	45.17
		B - Daws Heath Road (E)	371	371	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	480	480	45.17
		F - Hart Road (W)	328	328	45.17

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Mini	A - A129 Rayleigh Road (N)	0.91	0.61	8.9	E	779	1169
	B - Daws Heath Road (E)	0.86	0.65	5.5	E	452	679
	C - A129 Rayleigh Road - Link (S)	1.00	0.78	0.0	E	827	1241
2 - South Mini	D - A129 Rayleigh Road - Link (N)	0.84	0.28	0.0	C	804	1205
	E - A129 Rayleigh Road (S)	1.25	6.50	67.9	F	585	878
	F - Hart Road (W)	1.12	3.84	31.8	F	400	600

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	639	160	119	45.17	1040	0.615	633	744	0.0	1.6	0.1
	B - Daws Heath Road (E)	371	93	467	45.17	744	0.499	367	285	0.0	1.0	0.1
	C - A129 Rayleigh Road - Link (S)	682	171	181		965	0.707	682	653	0.0	0.0	0.2
2 - South Mini	D - A129 Rayleigh Road - Link (N)	653	163	49		1185	0.552	653	682	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	480	120	282	45.17	905	0.531	476	420	0.0	1.1	0.1
	F - Hart Road (W)	328	82	406	45.17	717	0.458	325	352	0.0	0.9	0.1

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	763	191	143	53.94	1027	0.743	758	892	1.6	2.8	0.2
	B - Daws Heath Road (E)	443	111	560	53.94	696	0.636	440	341	1.0	1.7	0.2
	C - A129 Rayleigh Road - Link (S)	818	205	217		898	0.911	818	783	0.0	0.0	0.4
2 - South Mini	D - A129 Rayleigh Road - Link (N)	783	196	59		1170	0.669	783	818	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	574	143	339	53.94	875	0.656	571	504	1.1	1.9	0.2
	F - Hart Road (W)	392	98	487	53.94	664	0.590	390	422	0.9	1.5	0.2

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	935	234	148	66.06	1024	0.913	915	959	2.8	7.9	0.4
	B - Daws Heath Road (E)	543	136	675	66.06	637	0.853	530	387	1.7	4.8	0.5
	C - A129 Rayleigh Road - Link (S)	845	211	261		845	1.000	845	944	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	944	236	62		1154	0.818	944	845	0.0	0.0	0.2
	E - A129 Rayleigh Road (S)	702	176	408	66.06	595	1.181	581	598	1.9	32.3	2.0
	F - Hart Road (W)	480	120	496	66.06	430	1.117	411	493	1.5	18.7	1.8

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	935	234	147	66.06	1025	0.912	931	961	7.9	8.9	0.6
	B - Daws Heath Road (E)	543	136	687	66.06	630	0.861	540	391	4.8	5.5	0.6
	C - A129 Rayleigh Road - Link (S)	842	210	266		842	1.000	842	961	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	961	240	65		1150	0.836	961	842	0.0	0.0	0.2
	E - A129 Rayleigh Road (S)	702	176	415	66.06	561	1.252	560	611	32.3	67.9	5.4
	F - Hart Road (W)	480	120	478	66.06	432	1.111	428	497	18.7	31.8	3.8

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	763	191	153	53.94	1022	0.747	786	946	8.9	3.3	0.2
	B - Daws Heath Road (E)	443	111	580	53.94	686	0.646	457	358	5.5	2.0	0.2
	C - A129 Rayleigh Road - Link (S)	873	218	225		873	1.000	873	812	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	812	203	66		1164	0.698	812	873	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	574	143	351	53.94	601	0.954	592	527	67.9	63.2	6.5
	F - Hart Road (W)	392	98	506	53.94	447	0.877	433	437	31.8	21.6	3.7

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	639	160	158	45.17	1020	0.627	645	930	3.3	1.8	0.1
	B - Daws Heath Road (E)	371	93	476	45.17	740	0.502	375	327	2.0	1.1	0.1
	C - A129 Rayleigh Road - Link (S)	904	226	185		904	1.000	904	666	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	666	167	61		1176	0.567	666	904	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	480	120	288	45.17	671	0.716	660	439	63.2	18.3	3.8
	F - Hart Road (W)	328	82	564	45.17	449	0.731	401	384	21.6	3.5	1.6

(Default Analysis Set) - 2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - North Mini	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 82% of the total flow for the roundabout for one or more time segments]
Last Run	Last Run	1 - North Mini - C - A129 Rayleigh Road - Link (S) - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 5 timesegment(s).
Warning	Linked Roundabout	1 - North Mini - C - A129 Rayleigh Road - Link (S)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - South Mini - D - A129 Rayleigh Road - Link (N)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	North Mini	Mini-roundabout		A, B, C	1.54	F
2	South Mini	Mini-roundabout		D, E, F	2.79	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (min)	Network LOS
Left	Normal/unknown	Normal/unknown		2.13	F

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)	Run automatically
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - North Mini	C - A129 Rayleigh Road - Link (S)	2	D	Closely spaced	Normal	0	100.00	2.00
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1	C	Closely spaced	Normal	0	100.00	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Mini	A - A129 Rayleigh Road (N)		ONE HOUR	✓	1014	100.000
	B - Daws Heath Road (E)		ONE HOUR	✓	413	100.000
	C - A129 Rayleigh Road - Link (S)	✓				
2 - South Mini	D - A129 Rayleigh Road - Link (N)	✓				
	E - A129 Rayleigh Road (S)		ONE HOUR	✓	668	100.000
	F - Hart Road (W)		ONE HOUR	✓	459	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - North Mini	A - A129 Rayleigh Road (N)	[ONEHOUR]	60.00
	B - Daws Heath Road (E)	[ONEHOUR]	60.00
	C - A129 Rayleigh Road - Link (S)		
2 - South Mini	D - A129 Rayleigh Road - Link (N)		
	E - A129 Rayleigh Road (S)	[ONEHOUR]	60.00
	F - Hart Road (W)	[ONEHOUR]	60.00

Origin-Destination Data

Demand (PCU/hr)

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	297	717
	B - Daws Heath Road (E)	191	0	222
	C - A129 Rayleigh Road - Link (S)	795	147	0

Proportions

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	0.00	0.29	
	B - Daws Heath Road (E)	0.46	0.00	
	C - A129 Rayleigh Road - Link (S)	0.84	0.16	

Demand (PCU/hr)

2 - South Mini

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	603	336
	E - A129 Rayleigh Road (S)	569	0	99
	F - Hart Road (W)	373	86	0

Proportions

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
	D - A129 Rayleigh Road - Link (N)	0.00	0.64	
	E - A129 Rayleigh Road (S)	0.85	0.00	
	F - Hart Road (W)	0.81	0.19	

Vehicle Mix

Heavy Vehicle Percentages

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	0	1
	B - Daws Heath Road (E)	0	0	0
	C - A129 Rayleigh Road - Link (S)	1	0	0

Average PCU Per Veh

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	1.000	1.004	
	B - Daws Heath Road (E)	1.000	1.000	
	C - A129 Rayleigh Road - Link (S)	1.006	1.000	

Heavy Vehicle Percentages

2 - South Mini

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	0	3
	E - A129 Rayleigh Road (S)	0	0	0
	F - Hart Road (W)	2	0	0

Average PCU Per Veh

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
	D - A129 Rayleigh Road - Link (N)	1.000	1.000	
	E - A129 Rayleigh Road (S)	1.000	1.000	
	F - Hart Road (W)	1.020	1.000	

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1 - North Mini	A - A129 Rayleigh Road (N)	763	763	45.17
		B - Daws Heath Road (E)	311	311	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	503	503	45.17
		F - Hart Road (W)	346	346	45.17
17:00-17:15	1 - North Mini	A - A129 Rayleigh Road (N)	912	912	53.94
		B - Daws Heath Road (E)	371	371	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	601	601	53.94
		F - Hart Road (W)	413	413	53.94
17:15-17:30	1 - North Mini	A - A129 Rayleigh Road (N)	1116	1116	66.06
		B - Daws Heath Road (E)	455	455	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	735	735	66.06
		F - Hart Road (W)	505	505	66.06
17:30-17:45	1 - North Mini	A - A129 Rayleigh Road (N)	1116	1116	66.06
		B - Daws Heath Road (E)	455	455	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	735	735	66.06
		F - Hart Road (W)	505	505	66.06
17:45-18:00	1 - North Mini	A - A129 Rayleigh Road (N)	912	912	53.94
		B - Daws Heath Road (E)	371	371	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	601	601	53.94
		F - Hart Road (W)	413	413	53.94
18:00-18:15	1 - North Mini	A - A129 Rayleigh Road (N)	763	763	45.17
		B - Daws Heath Road (E)	311	311	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	503	503	45.17
		F - Hart Road (W)	346	346	45.17

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Mini	A - A129 Rayleigh Road (N)	1.08	2.75	55.4	F	930	1396
	B - Daws Heath Road (E)	0.74	0.38	2.8	C	379	568
	C - A129 Rayleigh Road - Link (S)	1.00	0.75	0.0	E	858	1286
2 - South Mini	D - A129 Rayleigh Road - Link (N)	0.86	0.32	0.0	C	860	1290
	E - A129 Rayleigh Road (S)	1.21	5.47	62.1	F	613	919
	F - Hart Road (W)	1.12	3.94	34.7	F	421	632

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	763	191	110	45.17	1045	0.731	753	735	0.0	2.6	0.2
	B - Daws Heath Road (E)	311	78	532	45.17	711	0.438	308	330	0.0	0.8	0.1
	C - A129 Rayleigh Road - Link (S)	702	176	142		995	0.705	702	698	0.0	0.0	0.1
2 - South Mini	D - A129 Rayleigh Road - Link (N)	698	174	64		1169	0.597	698	702	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	503	126	250	45.17	922	0.545	498	512	0.0	1.2	0.1
	F - Hart Road (W)	346	86	424	45.17	705	0.490	342	324	0.0	1.0	0.1

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	912	228	131	53.94	1033	0.882	897	881	2.6	6.2	0.4
	B - Daws Heath Road (E)	371	93	634	53.94	658	0.564	369	394	0.8	1.3	0.2
	C - A129 Rayleigh Road - Link (S)	842	210	171		933	0.902	842	833	0.0	0.0	0.4
2 - South Mini	D - A129 Rayleigh Road - Link (N)	833	208	77		1146	0.727	833	842	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	601	150	298	53.94	896	0.670	597	612	1.2	2.0	0.1
	F - Hart Road (W)	413	103	509	53.94	650	0.635	410	387	1.0	1.7	0.2

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1116	279	138	66.06	1030	1.084	1011	952	6.2	32.6	1.3
	B - Daws Heath Road (E)	455	114	715	66.06	616	0.738	449	434	1.3	2.6	0.3
	C - A129 Rayleigh Road - Link (S)	882	220	208		882	1.000	882	956	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	956	239	81		1125	0.850	956	882	0.0	0.0	0.2
	E - A129 Rayleigh Road (S)	735	184	342	66.06	638	1.153	622	695	2.0	30.3	1.8
	F - Hart Road (W)	505	126	530	66.06	451	1.122	433	434	1.7	19.8	1.8

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1116	279	137	66.06	1030	1.084	1025	953	32.6	55.4	2.7
	B - Daws Heath Road (E)	455	114	725	66.06	611	0.744	454	438	2.6	2.8	0.3
	C - A129 Rayleigh Road - Link (S)	880	220	210		880	1.000	880	969	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	969	242	84		1121	0.864	969	880	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	735	184	347	66.06	610	1.206	608	706	30.3	62.1	4.7
	F - Hart Road (W)	505	126	518	66.06	449	1.125	446	437	19.8	34.7	3.9

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	912	228	142	53.94	1028	0.887	1009	941	55.4	31.0	2.6
	B - Daws Heath Road (E)	371	93	714	53.94	617	0.602	376	437	2.8	1.6	0.2
	C - A129 Rayleigh Road - Link (S)	909	227	174		909	1.000	909	916	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	916	229	86		1129	0.811	916	909	0.0	0.0	0.2
	E - A129 Rayleigh Road (S)	601	150	328	53.94	641	0.937	631	674	62.1	54.5	5.4
	F - Hart Road (W)	413	103	537	53.94	470	0.877	457	421	34.7	23.6	3.9

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	763	191	145	45.17	1026	0.744	875	931	31.0	3.2	0.6
	B - Daws Heath Road (E)	311	78	618	45.17	666	0.467	314	401	1.6	0.9	0.1
	C - A129 Rayleigh Road - Link (S)	931	233	145		931	1.000	931	787	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	787	197	78		1151	0.684	787	931	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	503	126	282	45.17	706	0.712	694	584	54.5	6.8	2.7
	F - Hart Road (W)	346	86	591	45.17	441	0.784	419	384	23.6	5.3	2.1

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	1 - North Mini - C - A129 Rayleigh Road - Link (S) - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queing to leave the junction in 5 timesegment(s).
Warning	Linked Roundabout	1 - North Mini - C - A129 Rayleigh Road - Link (S)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - South Mini - D - A129 Rayleigh Road - Link (N)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	North Mini	Mini-roundabout		A, B, C	0.75	E
2	South Mini	Mini-roundabout		D, E, F	3.64	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (min)	Network LOS
Left	Normal/unknown	Normal/unknown		2.10	F

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)	Run automatically
D3	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - North Mini	C - A129 Rayleigh Road - Link (S)	2	D	Closely spaced	Normal	0	100.00	2.00
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1	C	Closely spaced	Normal	0	100.00	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Mini	A - A129 Rayleigh Road (N)		ONE HOUR	✓	864	100.000
	B - Daws Heath Road (E)		ONE HOUR	✓	503	100.000
	C - A129 Rayleigh Road - Link (S)	✓				
2 - South Mini	D - A129 Rayleigh Road - Link (N)	✓				
	E - A129 Rayleigh Road (S)		ONE HOUR	✓	650	100.000
	F - Hart Road (W)		ONE HOUR	✓	444	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - North Mini	A - A129 Rayleigh Road (N)	[ONEHOUR]	60.00
	B - Daws Heath Road (E)	[ONEHOUR]	60.00
	C - A129 Rayleigh Road - Link (S)		
2 - South Mini	D - A129 Rayleigh Road - Link (N)		
	E - A129 Rayleigh Road (S)	[ONEHOUR]	60.00
	F - Hart Road (W)	[ONEHOUR]	60.00

Origin-Destination Data

Demand (PCU/hr)

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
From	A - A129 Rayleigh Road (N)	0	226	638
	B - Daws Heath Road (E)	248	0	255
	C - A129 Rayleigh Road - Link (S)	769	163	0

Proportions

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
From	A - A129 Rayleigh Road (N)	0.00	0.26	
	B - Daws Heath Road (E)	0.49	0.00	
	C - A129 Rayleigh Road - Link (S)	0.83	0.17	

Demand (PCU/hr)

2 - South Mini

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
From	D - A129 Rayleigh Road - Link (N)	0	507	386
	E - A129 Rayleigh Road (S)	555	0	95
	F - Hart Road (W)	377	67	0

Proportions

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
From	D - A129 Rayleigh Road - Link (N)	0.00	0.57	
	E - A129 Rayleigh Road (S)	0.85	0.00	
	F - Hart Road (W)	0.85	0.15	

Vehicle Mix

Heavy Vehicle Percentages

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
From	A - A129 Rayleigh Road (N)	0	6	3
	B - Daws Heath Road (E)	7	0	0
	C - A129 Rayleigh Road - Link (S)	4	1	0

Average PCU Per Veh

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
From	A - A129 Rayleigh Road (N)	1.000	1.056	
	B - Daws Heath Road (E)	1.071	1.000	
	C - A129 Rayleigh Road - Link (S)	1.042	1.005	

Heavy Vehicle Percentages

2 - South Mini

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
From	D - A129 Rayleigh Road - Link (N)	0	2	2
	E - A129 Rayleigh Road (S)	3	0	2
	F - Hart Road (W)	5	2	0

Average PCU Per Veh

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
From	D - A129 Rayleigh Road - Link (N)	1.000	1.024	
	E - A129 Rayleigh Road (S)	1.026	1.000	
	F - Hart Road (W)	1.050	1.015	

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - North Mini	A - A129 Rayleigh Road (N)	650	650	45.17
		B - Daws Heath Road (E)	379	379	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	489	489	45.17
		F - Hart Road (W)	334	334	45.17
08:00-08:15	1 - North Mini	A - A129 Rayleigh Road (N)	777	777	53.94
		B - Daws Heath Road (E)	452	452	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	584	584	53.94
		F - Hart Road (W)	399	399	53.94
08:15-08:30	1 - North Mini	A - A129 Rayleigh Road (N)	951	951	66.06
		B - Daws Heath Road (E)	554	554	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	716	716	66.06
		F - Hart Road (W)	489	489	66.06
08:30-08:45	1 - North Mini	A - A129 Rayleigh Road (N)	951	951	66.06
		B - Daws Heath Road (E)	554	554	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	716	716	66.06
		F - Hart Road (W)	489	489	66.06
08:45-09:00	1 - North Mini	A - A129 Rayleigh Road (N)	777	777	53.94
		B - Daws Heath Road (E)	452	452	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	584	584	53.94
		F - Hart Road (W)	399	399	53.94
09:00-09:15	1 - North Mini	A - A129 Rayleigh Road (N)	650	650	45.17
		B - Daws Heath Road (E)	379	379	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	489	489	45.17
		F - Hart Road (W)	334	334	45.17

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Mini	A - A129 Rayleigh Road (N)	0.93	0.70	10.3	E	793	1189
	B - Daws Heath Road (E)	0.89	0.76	6.5	E	462	692
	C - A129 Rayleigh Road - Link (S)	1.00	0.78	0.0	E	830	1244
2 - South Mini	D - A129 Rayleigh Road - Link (N)	0.85	0.29	0.0	C	818	1227
	E - A129 Rayleigh Road (S)	1.27	7.58	76.0	F	596	895
	F - Hart Road (W)	1.15	4.62	36.7	F	407	611

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	650	163	121	45.17	1039	0.626	644	758	0.0	1.7	0.1
	B - Daws Heath Road (E)	379	95	475	45.17	740	0.512	374	290	0.0	1.1	0.1
	C - A129 Rayleigh Road - Link (S)	695	174	185		960	0.724	695	665	0.0	0.0	0.2
2 - South Mini	D - A129 Rayleigh Road - Link (N)	665	166	50		1184	0.562	665	695	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	489	122	288	45.17	902	0.542	485	428	0.0	1.2	0.1
	F - Hart Road (W)	334	84	414	45.17	712	0.469	331	358	0.0	0.9	0.1

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	777	194	146	53.94	1026	0.757	771	909	1.7	3.0	0.2
	B - Daws Heath Road (E)	452	113	570	53.94	691	0.654	449	347	1.1	1.9	0.2
	C - A129 Rayleigh Road - Link (S)	833	208	221		890	0.936	833	797	0.0	0.0	0.5
2 - South Mini	D - A129 Rayleigh Road - Link (N)	797	199	60		1169	0.682	797	833	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	584	146	345	53.94	872	0.670	581	512	1.2	2.0	0.2
	F - Hart Road (W)	399	100	496	53.94	659	0.606	397	429	0.9	1.5	0.2

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	951	238	147	66.06	1025	0.928	928	960	3.0	8.9	0.5
	B - Daws Heath Road (E)	554	138	685	66.06	632	0.877	539	390	1.9	5.6	0.5
	C - A129 Rayleigh Road - Link (S)	842	210	266		842	1.000	842	958	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	958	240	63		1152	0.832	958	842	0.0	0.0	0.2
	E - A129 Rayleigh Road (S)	716	179	414	66.06	585	1.223	574	607	2.0	37.4	2.3
	F - Hart Road (W)	489	122	490	66.06	432	1.133	414	498	1.5	20.2	1.9

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	951	238	147	66.06	1025	0.928	946	963	8.9	10.3	0.6
	B - Daws Heath Road (E)	554	138	698	66.06	625	0.886	550	394	5.6	6.5	0.7
	C - A129 Rayleigh Road - Link (S)	838	210	271		838	1.000	838	977	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	977	244	64		1149	0.850	977	838	0.0	0.0	0.2
	E - A129 Rayleigh Road (S)	716	179	422	66.06	562	1.273	561	618	37.4	76.0	6.1
	F - Hart Road (W)	489	122	479	66.06	426	1.149	423	504	20.2	36.7	4.3

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	777	194	152	53.94	1023	0.760	804	949	10.3	3.5	0.3
	B - Daws Heath Road (E)	452	113	594	53.94	679	0.666	470	362	6.5	2.2	0.3
	C - A129 Rayleigh Road - Link (S)	869	217	232		869	1.000	869	832	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	832	208	65		1163	0.716	832	869	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	584	146	360	53.94	597	0.979	590	537	76.0	74.5	7.5
	F - Hart Road (W)	399	100	504	53.94	442	0.903	430	446	36.7	29.1	4.6

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	650	163	158	45.17	1020	0.638	657	932	3.5	1.9	0.1
	B - Daws Heath Road (E)	379	95	485	45.17	735	0.515	383	329	2.2	1.1	0.1
	C - A129 Rayleigh Road - Link (S)	901	225	189		901	1.000	901	679	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	679	170	65		1172	0.579	679	901	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	489	122	294	45.17	633	0.773	624	451	74.5	40.8	5.5
	F - Hart Road (W)	334	84	533	45.17	452	0.739	433	385	29.1	4.4	2.4

(Default Analysis Set) - 2026 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - North Mini	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 82% of the total flow for the roundabout for one or more time segments]
Last Run	Last Run	1 - North Mini - C - A129 Rayleigh Road - Link (S) - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 5 timesegment(s).
Warning	Linked Roundabout	1 - North Mini - C - A129 Rayleigh Road - Link (S)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - South Mini - D - A129 Rayleigh Road - Link (N)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	North Mini	Mini-roundabout		A, B, C	1.78	F
2	South Mini	Mini-roundabout		D, E, F	3.28	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (min)	Network LOS
Left	Normal/unknown	Normal/unknown		2.48	F

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)	Run automatically
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - North Mini	C - A129 Rayleigh Road - Link (S)	2	D	Closely spaced	Normal	0	100.00	2.00
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1	C	Closely spaced	Normal	0	100.00	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Mini	A - A129 Rayleigh Road (N)		ONE HOUR	✓	1033	100.000
	B - Daws Heath Road (E)		ONE HOUR	✓	420	100.000
	C - A129 Rayleigh Road - Link (S)	✓				
2 - South Mini	D - A129 Rayleigh Road - Link (N)	✓				
	E - A129 Rayleigh Road (S)		ONE HOUR	✓	681	100.000
	F - Hart Road (W)		ONE HOUR	✓	468	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - North Mini	A - A129 Rayleigh Road (N)	[ONEHOUR]	60.00
	B - Daws Heath Road (E)	[ONEHOUR]	60.00
	C - A129 Rayleigh Road - Link (S)		
2 - South Mini	D - A129 Rayleigh Road - Link (N)		
	E - A129 Rayleigh Road (S)	[ONEHOUR]	60.00
	F - Hart Road (W)	[ONEHOUR]	60.00

Origin-Destination Data

Demand (PCU/hr)

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	302	731
	B - Daws Heath Road (E)	194	0	226
	C - A129 Rayleigh Road - Link (S)	810	149	0

Proportions

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	0.00	0.29	
	B - Daws Heath Road (E)	0.46	0.00	
	C - A129 Rayleigh Road - Link (S)	0.84	0.16	

Demand (PCU/hr)

2 - South Mini

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	615	342
	E - A129 Rayleigh Road (S)	580	0	101
	F - Hart Road (W)	380	88	0

Proportions

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
	D - A129 Rayleigh Road - Link (N)	0.00	0.64	
	E - A129 Rayleigh Road (S)	0.85	0.00	
	F - Hart Road (W)	0.81	0.19	

Vehicle Mix

Heavy Vehicle Percentages

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	0	1
	B - Daws Heath Road (E)	0	0	0
	C - A129 Rayleigh Road - Link (S)	1	0	0

Average PCU Per Veh

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	1.000	1.004	
	B - Daws Heath Road (E)	1.000	1.000	
	C - A129 Rayleigh Road - Link (S)	1.006	1.000	

Heavy Vehicle Percentages

2 - South Mini

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	0	3
	E - A129 Rayleigh Road (S)	0	0	0
	F - Hart Road (W)	2	0	0

Average PCU Per Veh

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
	D - A129 Rayleigh Road - Link (N)	1.000	1.000	
	E - A129 Rayleigh Road (S)	1.000	1.000	
	F - Hart Road (W)	1.020	1.000	

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1 - North Mini	A - A129 Rayleigh Road (N)	778	778	45.17
		B - Daws Heath Road (E)	316	316	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	513	513	45.17
		F - Hart Road (W)	352	352	45.17
17:00-17:15	1 - North Mini	A - A129 Rayleigh Road (N)	929	929	53.94
		B - Daws Heath Road (E)	378	378	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	612	612	53.94
		F - Hart Road (W)	421	421	53.94
17:15-17:30	1 - North Mini	A - A129 Rayleigh Road (N)	1137	1137	66.06
		B - Daws Heath Road (E)	462	462	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	750	750	66.06
		F - Hart Road (W)	515	515	66.06
17:30-17:45	1 - North Mini	A - A129 Rayleigh Road (N)	1137	1137	66.06
		B - Daws Heath Road (E)	462	462	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	750	750	66.06
		F - Hart Road (W)	515	515	66.06
17:45-18:00	1 - North Mini	A - A129 Rayleigh Road (N)	929	929	53.94
		B - Daws Heath Road (E)	378	378	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	612	612	53.94
		F - Hart Road (W)	421	421	53.94
18:00-18:15	1 - North Mini	A - A129 Rayleigh Road (N)	778	778	45.17
		B - Daws Heath Road (E)	316	316	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	513	513	45.17
		F - Hart Road (W)	352	352	45.17

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Mini	A - A129 Rayleigh Road (N)	1.10	3.27	65.1	F	948	1422
	B - Daws Heath Road (E)	0.76	0.40	3.0	C	385	578
	C - A129 Rayleigh Road - Link (S)	1.00	0.75	0.0	E	861	1292
2 - South Mini	D - A129 Rayleigh Road - Link (N)	0.87	0.33	0.0	C	876	1314
	E - A129 Rayleigh Road (S)	1.23	6.32	69.5	F	625	937
	F - Hart Road (W)	1.16	4.89	40.8	F	429	644

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	778	194	111	45.17	1044	0.745	767	749	0.0	2.8	0.2
	B - Daws Heath Road (E)	316	79	542	45.17	705	0.448	313	335	0.0	0.8	0.1
	C - A129 Rayleigh Road - Link (S)	715	179	145		991	0.722	715	711	0.0	0.0	0.2
2 - South Mini	D - A129 Rayleigh Road - Link (N)	711	178	65		1167	0.609	711	715	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	513	128	254	45.17	920	0.557	508	522	0.0	1.2	0.1
	F - Hart Road (W)	352	88	432	45.17	700	0.503	348	329	0.0	1.0	0.1

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	929	232	133	53.94	1032	0.900	912	898	2.8	7.0	0.4
	B - Daws Heath Road (E)	378	94	645	53.94	652	0.579	375	400	0.8	1.3	0.2
	C - A129 Rayleigh Road - Link (S)	857	214	173		926	0.926	857	847	0.0	0.0	0.4
2 - South Mini	D - A129 Rayleigh Road - Link (N)	847	212	78		1143	0.741	847	857	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	612	153	303	53.94	894	0.685	609	623	1.2	2.1	0.2
	F - Hart Road (W)	421	105	518	53.94	644	0.653	417	393	1.0	1.8	0.2

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1137	284	137	66.06	1030	1.104	1015	954	7.0	37.5	1.5
	B - Daws Heath Road (E)	462	116	718	66.06	614	0.753	457	433	1.3	2.8	0.3
	C - A129 Rayleigh Road - Link (S)	880	220	211		880	1.000	880	964	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	964	241	81		1124	0.858	964	880	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	750	187	345	66.06	633	1.184	620	701	2.1	34.5	2.0
	F - Hart Road (W)	515	129	528	66.06	448	1.151	433	437	1.8	22.5	2.0

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1137	284	136	66.06	1030	1.104	1027	955	37.5	65.1	3.1
	B - Daws Heath Road (E)	462	116	727	66.06	610	0.758	462	437	2.8	3.0	0.4
	C - A129 Rayleigh Road - Link (S)	878	219	213		878	1.000	878	975	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	975	244	83		1121	0.870	975	878	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	750	187	349	66.06	611	1.228	610	710	34.5	69.5	5.2
	F - Hart Road (W)	515	129	519	66.06	444	1.160	442	439	22.5	40.8	4.5

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	929	232	141	53.94	1028	0.903	1012	942	65.1	44.2	3.2
	B - Daws Heath Road (E)	378	94	716	53.94	615	0.614	383	437	3.0	1.7	0.2
	C - A129 Rayleigh Road - Link (S)	907	227	177		907	1.000	907	922	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	922	231	85		1129	0.817	922	907	0.0	0.0	0.2
	E - A129 Rayleigh Road (S)	612	153	330	53.94	642	0.954	633	678	69.5	64.4	6.3
	F - Hart Road (W)	421	105	539	53.94	464	0.907	453	423	40.8	32.8	4.8

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	778	194	144	45.17	1026	0.758	940	932	44.2	3.6	1.1
	B - Daws Heath Road (E)	316	79	665	45.17	642	0.493	319	419	1.7	1.0	0.1
	C - A129 Rayleigh Road - Link (S)	929	232	147		929	1.000	929	837	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	837	209	87		1139	0.735	837	929	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	513	128	299	45.17	658	0.779	648	625	64.4	30.5	4.4
	F - Hart Road (W)	352	88	552	45.17	478	0.737	464	395	32.8	4.8	2.6

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

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	1 - North Mini - C - A129 Rayleigh Road - Link (S) - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queing to leave the junction in 5 timesegment(s).
Warning	Linked Roundabout	1 - North Mini - C - A129 Rayleigh Road - Link (S)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - South Mini - D - A129 Rayleigh Road - Link (N)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Last Run	Last Run	1 - North Mini - C - A129 Rayleigh Road - Link (S) - Capacity	End Queues failed to stabilise/converge in 1 timesegment(s), treat results with caution.
Last Run	Last Run	2 - South Mini - F - Hart Road (W) - Capacity	Entry Flow failed to stabilise/converge in 1 timesegment(s), treat results with caution.
Last Run	Last Run	2 - South Mini - F - Hart Road (W) - Capacity	End Queues failed to stabilise/converge in 1 timesegment(s), treat results with caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	North Mini	Mini-roundabout		A, B, C	1.43	F
2	South Mini	Mini-roundabout		D, E, F	5.54	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (min)	Network LOS
Left	Normal/unknown	Normal/unknown		3.34	F

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)	Run automatically
D5	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - North Mini	C - A129 Rayleigh Road - Link (S)	2	D	Closely spaced	Normal	0	100.00	2.00
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1	C	Closely spaced	Normal	0	100.00	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Mini	A - A129 Rayleigh Road (N)		ONE HOUR	✓	924	100.000
	B - Daws Heath Road (E)		ONE HOUR	✓	592	100.000
	C - A129 Rayleigh Road - Link (S)	✓				
2 - South Mini	D - A129 Rayleigh Road - Link (N)	✓				
	E - A129 Rayleigh Road (S)		ONE HOUR	✓	687	100.000
	F - Hart Road (W)		ONE HOUR	✓	449	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - North Mini	A - A129 Rayleigh Road (N)	[ONEHOUR]	60.00
	B - Daws Heath Road (E)	[ONEHOUR]	60.00
	C - A129 Rayleigh Road - Link (S)		
2 - South Mini	D - A129 Rayleigh Road - Link (N)		
	E - A129 Rayleigh Road (S)	[ONEHOUR]	60.00
	F - Hart Road (W)	[ONEHOUR]	60.00

Origin-Destination Data

Demand (PCU/hr)

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	257	667
	B - Daws Heath Road (E)	291	0	301
	C - A129 Rayleigh Road - Link (S)	785	190	0

Proportions

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	0.00	0.28	
	B - Daws Heath Road (E)	0.49	0.00	
	C - A129 Rayleigh Road - Link (S)	0.81	0.19	

Demand (PCU/hr)

2 - South Mini

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	572	396
	E - A129 Rayleigh Road (S)	592	0	95
	F - Hart Road (W)	382	67	0

Proportions

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
	D - A129 Rayleigh Road - Link (N)	0.00	0.59	
	E - A129 Rayleigh Road (S)	0.86	0.00	
	F - Hart Road (W)	0.85	0.15	

Vehicle Mix

Heavy Vehicle Percentages

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	5	3
	B - Daws Heath Road (E)	6	0	0
	C - A129 Rayleigh Road - Link (S)	4	0	0

Average PCU Per Veh

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	1.000	1.049	
	B - Daws Heath Road (E)	1.061	1.000	
	C - A129 Rayleigh Road - Link (S)	1.042	1.004	

2 - South Mini

Heavy Vehicle Percentages

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	2	2
	E - A129 Rayleigh Road (S)	2	0	2
	F - Hart Road (W)	5	2	0

Average PCU Per Veh

From	To		
		D - A129 Rayleigh Road - Link (N)	E - A12 Rayleig Road (S)
	D - A129 Rayleigh Road - Link (N)	1.000	1.021
	E - A129 Rayleigh Road (S)	1.024	1.000
	F - Hart Road (W)	1.050	1.015

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - North Mini	A - A129 Rayleigh Road (N)	696	696	45.17
		B - Daws Heath Road (E)	446	446	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	517	517	45.17
		F - Hart Road (W)	338	338	45.17
08:00-08:15	1 - North Mini	A - A129 Rayleigh Road (N)	831	831	53.94
		B - Daws Heath Road (E)	532	532	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	618	618	53.94
		F - Hart Road (W)	404	404	53.94
08:15-08:30	1 - North Mini	A - A129 Rayleigh Road (N)	1017	1017	66.06
		B - Daws Heath Road (E)	652	652	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	756	756	66.06
		F - Hart Road (W)	494	494	66.06
08:30-08:45	1 - North Mini	A - A129 Rayleigh Road (N)	1017	1017	66.06
		B - Daws Heath Road (E)	652	652	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	756	756	66.06
		F - Hart Road (W)	494	494	66.06
08:45-09:00	1 - North Mini	A - A129 Rayleigh Road (N)	831	831	53.94
		B - Daws Heath Road (E)	532	532	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	618	618	53.94
		F - Hart Road (W)	404	404	53.94
09:00-09:15	1 - North Mini	A - A129 Rayleigh Road (N)	696	696	45.17
		B - Daws Heath Road (E)	446	446	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	517	517	45.17
		F - Hart Road (W)	338	338	45.17

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Mini	A - A129 Rayleigh Road (N)	1.00	1.37	23.0	F	848	1272
	B - Daws Heath Road (E)	1.06	2.48	28.2	F	543	815
	C - A129 Rayleigh Road - Link (S)	1.00	0.79	0.2	E	823	1235
2 - South Mini	D - A129 Rayleigh Road - Link (N)	0.90	0.37	0.0	C	887	1330
	E - A129 Rayleigh Road (S)	1.36	12.14	122.7	F	630	946
	F - Hart Road (W)	1.21	6.55	47.0	F	412	618

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	696	174	141	45.17	1028	0.676	687	800	0.0	2.1	0.1
	B - Daws Heath Road (E)	446	111	496	45.17	729	0.611	439	333	0.0	1.6	0.2
	C - A129 Rayleigh Road - Link (S)	725	181	216		931	0.779	725	720	0.0	0.0	0.2
2 - South Mini	D - A129 Rayleigh Road - Link (N)	720	180	50		1180	0.610	720	725	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	517	129	294	45.17	899	0.576	512	475	0.0	1.4	0.1
	F - Hart Road (W)	338	85	441	45.17	694	0.487	334	365	0.0	1.0	0.1

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	831	208	167	53.94	1015	0.819	822	947	2.1	4.2	0.3
	B - Daws Heath Road (E)	532	133	593	53.94	679	0.784	525	395	1.6	3.3	0.3
	C - A129 Rayleigh Road - Link (S)	856	214	258		856	1.000	856	860	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	860	215	59		1162	0.740	860	856	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	618	154	352	53.94	725	0.852	604	567	1.4	4.9	0.4
	F - Hart Road (W)	404	101	520	53.94	519	0.777	395	435	1.0	3.2	0.4

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1017	254	161	66.06	1017	1.000	968	960	4.2	16.5	0.8
	B - Daws Heath Road (E)	652	163	699	66.06	624	1.044	597	431	3.3	17.0	1.3
	C - A129 Rayleigh Road - Link (S)	828	207	294		828	1.000	828	1003	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1003	251	61		1144	0.876	1003	828	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	756	189	410	66.06	563	1.344	558	653	4.9	54.4	3.4
	F - Hart Road (W)	494	124	481	66.06	419	1.181	408	487	3.2	24.8	2.4

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1017	254	161	66.06	1017	1.000	991	962	16.5	23.0	1.3
	B - Daws Heath Road (E)	652	163	715	66.06	616	1.058	607	436	17.0	28.2	2.4
	C - A129 Rayleigh Road - Link (S)	825	206	298		825	1.000	825	1024	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1024	256	61		1142	0.897	1024	825	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	756	189	419	66.06	557	1.358	557	666	54.4	104.4	8.8
	F - Hart Road (W)	494	124	480	66.06	407	1.214	406	496	24.8	47.0	5.5

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De (m)
1 - North Mini	A - A129 Rayleigh Road (N)	831	208	161	53.94	1018	0.816	902	968	23.0	5.3	0.
	B - Daws Heath Road (E)	532	133	651	53.94	649	0.820	619	411	28.2	6.5	1.
	C - A129 Rayleigh Road - Link (S)	826	206	304		824	1.002	824	965	0.0	0.2	0.
2 - South Mini	D - A129 Rayleigh Road - Link (N)	965	241	62		1149	0.840	965	824	0.0	0.0	0.
	E - A129 Rayleigh Road (S)	618	154	395	53.94	544	1.135	544	633	104.4	122.7	12.
	F - Hart Road (W)	404	101	469	53.94	425	0.950	417	470	47.0	43.6	6.

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De (m)
1 - North Mini	A - A129 Rayleigh Road (N)	696	174	171	45.17	1013	0.687	707	936	5.3	2.4	0.
	B - Daws Heath Road (E)	446	111	511	45.17	722	0.617	465	368	6.5	1.7	0.
	C - A129 Rayleigh Road - Link (S)	879	220	229		879	1.000	879	747	0.2	0.2	0.
2 - South Mini	D - A129 Rayleigh Road - Link (N)	747	187	63		1168	0.639	747	879	0.0	0.0	0.
	E - A129 Rayleigh Road (S)	517	129	306	45.17	605	0.855	600	505	122.7	102.0	11.
	F - Hart Road (W)	338	85	517	45.17	435	0.776	425	389	43.6	21.8	4.

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

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - North Mini	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 81% of the total flow for the roundabout for one or more time segments]
Last Run	Last Run	1 - North Mini - C - A129 Rayleigh Road - Link (S) - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 5 timesegment(s).
Warning	Linked Roundabout	1 - North Mini - C - A129 Rayleigh Road - Link (S)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - South Mini - D - A129 Rayleigh Road - Link (N)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Last Run	Last Run	1 - North Mini - C - A129 Rayleigh Road - Link (S) - Capacity	End Queues failed to stabilise/converge in 1 timesegment(s), treat results with caution.
Last Run	Last Run	2 - South Mini - F - Hart Road (W) - Capacity	End Queues failed to stabilise/converge in 1 timesegment(s), treat results with caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	North Mini	Mini-roundabout		A, B, C	3.07	F
2	South Mini	Mini-roundabout		D, E, F	5.72	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (min)	Network LOS
Left	Normal/unknown	Normal/unknown		4.31	F

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)	Run automatically
D6	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - North Mini	C - A129 Rayleigh Road - Link (S)	2	D	Closely spaced	Normal	0	100.00	2.00
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1	C	Closely spaced	Normal	0	100.00	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Mini	A - A129 Rayleigh Road (N)		ONE HOUR	✓	1091	100.000
	B - Daws Heath Road (E)		ONE HOUR	✓	478	100.000
	C - A129 Rayleigh Road - Link (S)	✓				
2 - South Mini	D - A129 Rayleigh Road - Link (N)	✓				
	E - A129 Rayleigh Road (S)		ONE HOUR	✓	743	100.000
	F - Hart Road (W)		ONE HOUR	✓	477	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - North Mini	A - A129 Rayleigh Road (N)	[ONEHOUR]	60.00
	B - Daws Heath Road (E)	[ONEHOUR]	60.00
	C - A129 Rayleigh Road - Link (S)		
2 - South Mini	D - A129 Rayleigh Road - Link (N)		
	E - A129 Rayleigh Road (S)	[ONEHOUR]	60.00
	F - Hart Road (W)	[ONEHOUR]	60.00

Origin-Destination Data

Demand (PCU/hr)

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	344	747
	B - Daws Heath Road (E)	225	0	253
	C - A129 Rayleigh Road - Link (S)	838	193	0

Proportions

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	0.00	0.32	
	B - Daws Heath Road (E)	0.47	0.00	
	C - A129 Rayleigh Road - Link (S)	0.81	0.19	

Demand (PCU/hr)

2 - South Mini

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	652	348
	E - A129 Rayleigh Road (S)	642	0	101
	F - Hart Road (W)	389	88	0

Proportions

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
	D - A129 Rayleigh Road - Link (N)	0.00	0.65	
	E - A129 Rayleigh Road (S)	0.86	0.00	
	F - Hart Road (W)	0.82	0.18	

Vehicle Mix

Heavy Vehicle Percentages

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	0	1
	B - Daws Heath Road (E)	0	0	0
	C - A129 Rayleigh Road - Link (S)	1	0	0

Average PCU Per Veh

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	1.000	1.004	
	B - Daws Heath Road (E)	1.000	1.000	
	C - A129 Rayleigh Road - Link (S)	1.005	1.000	

2 - South Mini

Heavy Vehicle Percentages

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	0	3
	E - A129 Rayleigh Road (S)	0	0	0
	F - Hart Road (W)	2	0	0

Average PCU Per Veh

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
	D - A129 Rayleigh Road - Link (N)	1.000	1.000	
	E - A129 Rayleigh Road (S)	1.000	1.000	
	F - Hart Road (W)	1.019	1.000	

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1 - North Mini	A - A129 Rayleigh Road (N)	821	821	45.17
		B - Daws Heath Road (E)	360	360	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	559	559	45.17
		F - Hart Road (W)	359	359	45.17
17:00-17:15	1 - North Mini	A - A129 Rayleigh Road (N)	981	981	53.94
		B - Daws Heath Road (E)	430	430	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	668	668	53.94
		F - Hart Road (W)	429	429	53.94
17:15-17:30	1 - North Mini	A - A129 Rayleigh Road (N)	1201	1201	66.06
		B - Daws Heath Road (E)	526	526	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	818	818	66.06
		F - Hart Road (W)	525	525	66.06
17:30-17:45	1 - North Mini	A - A129 Rayleigh Road (N)	1201	1201	66.06
		B - Daws Heath Road (E)	526	526	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	818	818	66.06
		F - Hart Road (W)	525	525	66.06
17:45-18:00	1 - North Mini	A - A129 Rayleigh Road (N)	981	981	53.94
		B - Daws Heath Road (E)	430	430	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	668	668	53.94
		F - Hart Road (W)	429	429	53.94
18:00-18:15	1 - North Mini	A - A129 Rayleigh Road (N)	821	821	45.17
		B - Daws Heath Road (E)	360	360	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	559	559	45.17
		F - Hart Road (W)	359	359	45.17

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Mini	A - A129 Rayleigh Road (N)	1.18	6.17	106.1	F	1001	1502
	B - Daws Heath Road (E)	0.84	0.57	4.7	D	439	658
	C - A129 Rayleigh Road - Link (S)	1.00	0.76	0.1	E	869	1303
2 - South Mini	D - A129 Rayleigh Road - Link (N)	0.87	0.32	0.0	C	892	1338
	E - A129 Rayleigh Road (S)	1.35	11.42	124.6	F	682	1023
	F - Hart Road (W)	1.26	7.87	58.2	F	438	657

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	821	205	144	45.17	1027	0.800	807	791	0.0	3.7	0.2
	B - Daws Heath Road (E)	360	90	552	45.17	700	0.514	356	398	0.0	1.0	0.1
	C - A129 Rayleigh Road - Link (S)	767	192	167		966	0.794	767	741	0.0	0.0	0.2
2 - South Mini	D - A129 Rayleigh Road - Link (N)	741	185	65		1164	0.636	741	767	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	559	140	258	45.17	918	0.609	553	548	0.0	1.5	0.1
	F - Hart Road (W)	359	90	478	45.17	670	0.536	355	333	0.0	1.1	0.1

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	981	245	168	53.94	1014	0.968	947	931	3.7	12.2	0.6
	B - Daws Heath Road (E)	430	107	648	53.94	651	0.660	426	467	1.0	1.9	0.2
	C - A129 Rayleigh Road - Link (S)	899	225	201		899	1.000	899	874	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	874	219	77		1140	0.767	874	899	0.0	0.0	0.2
	E - A129 Rayleigh Road (S)	668	167	304	53.94	741	0.901	648	647	1.5	6.5	0.5
	F - Hart Road (W)	429	107	560	53.94	504	0.850	415	392	1.1	4.5	0.6

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1201	300	162	66.06	1016	1.182	1011	947	12.2	59.8	2.3
	B - Daws Heath Road (E)	526	132	692	66.06	628	0.838	516	481	1.9	4.3	0.4
	C - A129 Rayleigh Road - Link (S)	866	216	243		866	1.000	866	965	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	965	241	77		1125	0.858	965	866	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	818	205	336	66.06	611	1.340	607	707	6.5	59.3	3.5
	F - Hart Road (W)	525	131	524	66.06	426	1.234	419	418	4.5	31.1	2.9

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1201	300	162	66.06	1017	1.182	1016	949	59.8	106.1	5.0
	B - Daws Heath Road (E)	526	132	695	66.06	626	0.840	525	482	4.3	4.7	0.5
	C - A129 Rayleigh Road - Link (S)	863	216	247		863	1.000	863	973	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	973	243	77		1124	0.866	973	863	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	818	205	339	66.06	606	1.350	606	711	59.3	112.4	8.6
	F - Hart Road (W)	525	131	523	66.06	418	1.257	417	421	31.1	58.2	6.5

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De (m)
1 - North Mini	A - A129 Rayleigh Road (N)	981	245	167	53.94	1014	0.967	1004	934	106.1	100.3	6.
	B - Daws Heath Road (E)	430	107	688	53.94	630	0.682	440	484	4.7	2.3	0.
	C - A129 Rayleigh Road - Link (S)	895	224	207		895	1.001	894	920	0.0	0.1	0.
2 - South Mini	D - A129 Rayleigh Road - Link (N)	920	230	82		1130	0.814	920	895	0.0	0.0	0.
	E - A129 Rayleigh Road (S)	668	167	320	53.94	619	1.078	619	682	112.4	124.6	11.
	F - Hart Road (W)	429	107	535	53.94	442	0.970	442	404	58.2	54.9	7.

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De (m)
1 - North Mini	A - A129 Rayleigh Road (N)	821	205	173	45.17	1011	0.812	1001	920	100.3	55.4	4.
	B - Daws Heath Road (E)	360	90	685	45.17	631	0.570	363	488	2.3	1.4	0.
	C - A129 Rayleigh Road - Link (S)	922	230	171		922	1.000	922	878	0.1	0.1	0.
2 - South Mini	D - A129 Rayleigh Road - Link (N)	878	219	82		1136	0.773	878	922	0.0	0.0	0.
	E - A129 Rayleigh Road (S)	559	140	305	45.17	650	0.861	645	655	124.6	103.3	10.
	F - Hart Road (W)	359	90	557	45.17	455	0.789	447	393	54.9	32.9	5.

(Default Analysis Set) - 2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	1 - North Mini - C - A129 Rayleigh Road - Link (S) - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 5 timesegment(s).
Warning	Linked Roundabout	1 - North Mini - C - A129 Rayleigh Road - Link (S)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - South Mini - D - A129 Rayleigh Road - Link (N)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	North Mini	Mini-roundabout		A, B, C	0.80	E
2	South Mini	Mini-roundabout		D, E, F	4.17	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (min)	Network LOS
Left	Normal/unknown	Normal/unknown		2.38	F

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)	Run automatically
D7	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - North Mini	C - A129 Rayleigh Road - Link (S)	2	D	Closely spaced	Normal	0	100.00	2.00
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1	C	Closely spaced	Normal	0	100.00	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Mini	A - A129 Rayleigh Road (N)		ONE HOUR	✓	879	100.000
	B - Daws Heath Road (E)		ONE HOUR	✓	511	100.000
	C - A129 Rayleigh Road - Link (S)	✓				
2 - South Mini	D - A129 Rayleigh Road - Link (N)	✓				
	E - A129 Rayleigh Road (S)		ONE HOUR	✓	661	100.000
	F - Hart Road (W)		ONE HOUR	✓	451	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - North Mini	A - A129 Rayleigh Road (N)	[ONEHOUR]	60.00
	B - Daws Heath Road (E)	[ONEHOUR]	60.00
	C - A129 Rayleigh Road - Link (S)		
2 - South Mini	D - A129 Rayleigh Road - Link (N)		
	E - A129 Rayleigh Road (S)	[ONEHOUR]	60.00
	F - Hart Road (W)	[ONEHOUR]	60.00

Origin-Destination Data

Demand (PCU/hr)

1 - North Mini

	To			
From		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	230	649
	B - Daws Heath Road (E)	252	0	259
	C - A129 Rayleigh Road - Link (S)	782	166	0

Proportions

	To			
From		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	0.00	0.26	
	B - Daws Heath Road (E)	0.49	0.00	
	C - A129 Rayleigh Road - Link (S)	0.82	0.18	

Demand (PCU/hr)

2 - South Mini

	To			
From		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	516	393
	E - A129 Rayleigh Road (S)	565	0	96
	F - Hart Road (W)	383	68	0

Proportions

	To			
From		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
	D - A129 Rayleigh Road - Link (N)	0.00	0.57	
	E - A129 Rayleigh Road (S)	0.85	0.00	
	F - Hart Road (W)	0.85	0.15	

Vehicle Mix

Heavy Vehicle Percentages

1 - North Mini

	To			
From		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	0	0
	B - Daws Heath Road (E)	7	0	0
	C - A129 Rayleigh Road - Link (S)	4	1	0

Average PCU Per Veh

	To			
From		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	1.000	1.000	
	B - Daws Heath Road (E)	1.071	1.000	
	C - A129 Rayleigh Road - Link (S)	1.042	1.005	

Heavy Vehicle Percentages

2 - South Mini

	To			
From		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	2	2
	E - A129 Rayleigh Road (S)	3	0	2
	F - Hart Road (W)	5	2	0

Average PCU Per Veh

	To			
From		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
	D - A129 Rayleigh Road - Link (N)	1.000	1.024	
	E - A129 Rayleigh Road (S)	1.026	1.000	
	F - Hart Road (W)	1.050	1.015	

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - North Mini	A - A129 Rayleigh Road (N)	662	662	45.17
		B - Daws Heath Road (E)	385	385	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	498	498	45.17
		F - Hart Road (W)	340	340	45.17
08:00-08:15	1 - North Mini	A - A129 Rayleigh Road (N)	790	790	53.94
		B - Daws Heath Road (E)	459	459	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	594	594	53.94
		F - Hart Road (W)	405	405	53.94
08:15-08:30	1 - North Mini	A - A129 Rayleigh Road (N)	968	968	66.06
		B - Daws Heath Road (E)	563	563	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	728	728	66.06
		F - Hart Road (W)	497	497	66.06
08:30-08:45	1 - North Mini	A - A129 Rayleigh Road (N)	968	968	66.06
		B - Daws Heath Road (E)	563	563	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	728	728	66.06
		F - Hart Road (W)	497	497	66.06
08:45-09:00	1 - North Mini	A - A129 Rayleigh Road (N)	790	790	53.94
		B - Daws Heath Road (E)	459	459	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	594	594	53.94
		F - Hart Road (W)	405	405	53.94
09:00-09:15	1 - North Mini	A - A129 Rayleigh Road (N)	662	662	45.17
		B - Daws Heath Road (E)	385	385	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	498	498	45.17
		F - Hart Road (W)	340	340	45.17

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Mini	A - A129 Rayleigh Road (N)	0.94	0.78	11.8	E	807	1210
	B - Daws Heath Road (E)	0.91	0.88	7.7	F	469	703
	C - A129 Rayleigh Road - Link (S)	1.00	0.78	0.0	E	832	1248
2 - South Mini	D - A129 Rayleigh Road - Link (N)	0.86	0.31	0.0	C	832	1248
	E - A129 Rayleigh Road (S)	1.30	8.99	88.8	F	607	910
	F - Hart Road (W)	1.17	4.88	37.9	F	414	621

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	662	165	124	45.17	1038	0.638	655	770	0.0	1.7	0.1
	B - Daws Heath Road (E)	385	96	484	45.17	736	0.523	380	295	0.0	1.1	0.1
	C - A129 Rayleigh Road - Link (S)	706	177	188		955	0.740	706	676	0.0	0.0	0.2
2 - South Mini	D - A129 Rayleigh Road - Link (N)	676	169	51		1183	0.572	676	706	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	498	124	292	45.17	900	0.553	493	435	0.0	1.2	0.1
	F - Hart Road (W)	340	85	421	45.17	707	0.480	336	364	0.0	0.9	0.1

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	790	198	148	53.94	1025	0.771	784	923	1.7	3.2	0.2
	B - Daws Heath Road (E)	459	115	579	53.94	686	0.669	456	354	1.1	2.0	0.2
	C - A129 Rayleigh Road - Link (S)	847	212	225		882	0.960	847	810	0.0	0.0	0.6
2 - South Mini	D - A129 Rayleigh Road - Link (N)	810	203	61		1167	0.694	810	847	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	594	149	350	53.94	869	0.684	591	521	1.2	2.1	0.2
	F - Hart Road (W)	405	101	505	53.94	653	0.621	403	436	0.9	1.6	0.2

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	968	242	147	66.06	1025	0.944	941	962	3.2	9.9	0.5
	B - Daws Heath Road (E)	563	141	695	66.06	627	0.898	545	393	2.0	6.3	0.6
	C - A129 Rayleigh Road - Link (S)	840	210	269		840	1.000	840	971	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	971	243	64		1149	0.845	971	840	0.0	0.0	0.2
	E - A129 Rayleigh Road (S)	728	182	420	66.06	566	1.285	558	616	2.1	44.7	2.7
	F - Hart Road (W)	497	124	477	66.06	447	1.112	428	501	1.6	18.9	1.8

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	968	242	146	66.06	1025	0.944	960	964	9.9	11.8	0.7
	B - Daws Heath Road (E)	563	141	709	66.06	619	0.909	557	398	6.3	7.7	0.8
	C - A129 Rayleigh Road - Link (S)	836	209	275		836	1.000	836	991	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	991	248	63		1148	0.864	991	836	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	728	182	429	66.06	560	1.299	560	626	44.7	86.6	7.1
	F - Hart Road (W)	497	124	479	66.06	423	1.173	421	510	18.9	37.9	4.3

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	790	198	152	53.94	1023	0.772	823	951	11.8	3.7	0.3
	B - Daws Heath Road (E)	459	115	607	53.94	672	0.684	481	367	7.7	2.4	0.3
	C - A129 Rayleigh Road - Link (S)	865	216	237		865	1.000	865	851	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	851	213	65		1161	0.733	851	865	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	594	149	368	53.94	588	1.010	586	548	86.6	88.8	8.9
	F - Hart Road (W)	405	101	501	53.94	441	0.919	429	453	37.9	31.9	4.8

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	662	165	157	45.17	1020	0.649	669	933	3.7	1.9	0.1
	B - Daws Heath Road (E)	385	96	494	45.17	731	0.527	389	332	2.4	1.2	0.1
	C - A129 Rayleigh Road - Link (S)	899	225	192		899	1.000	899	691	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	691	173	67		1170	0.591	691	899	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	498	124	299	45.17	614	0.810	607	460	88.8	61.4	7.4
	F - Hart Road (W)	340	85	519	45.17	461	0.736	447	387	31.9	5.0	2.6

(Default Analysis Set) - 2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - North Mini	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 82% of the total flow for the roundabout for one or more time segments]
Last Run	Last Run	1 - North Mini - C - A129 Rayleigh Road - Link (S) - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 5 timesegment(s).
Warning	Linked Roundabout	1 - North Mini - C - A129 Rayleigh Road - Link (S)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - South Mini - D - A129 Rayleigh Road - Link (N)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	North Mini	Mini-roundabout		A, B, C	2.09	F
2	South Mini	Mini-roundabout		D, E, F	3.83	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (min)	Network LOS
Left	Normal/unknown	Normal/unknown		2.91	F

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)	Run automatically
D8	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - North Mini	C - A129 Rayleigh Road - Link (S)	2	D	Closely spaced	Normal	0	100.00	2.00
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1	C	Closely spaced	Normal	0	100.00	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Mini	A - A129 Rayleigh Road (N)		ONE HOUR	✓	1052	100.000
	B - Daws Heath Road (E)		ONE HOUR	✓	428	100.000
	C - A129 Rayleigh Road - Link (S)	✓				
2 - South Mini	D - A129 Rayleigh Road - Link (N)	✓				
	E - A129 Rayleigh Road (S)		ONE HOUR	✓	694	100.000
	F - Hart Road (W)		ONE HOUR	✓	477	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - North Mini	A - A129 Rayleigh Road (N)	[ONEHOUR]	60.00
	B - Daws Heath Road (E)	[ONEHOUR]	60.00
2 - South Mini	D - A129 Rayleigh Road - Link (N)		
	E - A129 Rayleigh Road (S)	[ONEHOUR]	60.00
	F - Hart Road (W)	[ONEHOUR]	60.00

Origin-Destination Data

Demand (PCU/hr)

1 - North Mini

	To			
From		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	308	744
	B - Daws Heath Road (E)	198	0	230
	C - A129 Rayleigh Road - Link (S)	825	152	0

Proportions

	To			
From		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	0.00	0.29	
	B - Daws Heath Road (E)	0.46	0.00	
	C - A129 Rayleigh Road - Link (S)	0.84	0.16	

Demand (PCU/hr)

2 - South Mini

	To			
From		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	626	349
	E - A129 Rayleigh Road (S)	591	0	103
	F - Hart Road (W)	387	90	0

Proportions

	To			
From		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
	D - A129 Rayleigh Road - Link (N)	0.00	0.64	
	E - A129 Rayleigh Road (S)	0.85	0.00	
	F - Hart Road (W)	0.81	0.19	

Vehicle Mix

Heavy Vehicle Percentages

1 - North Mini

	To			
From		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	0	1
	B - Daws Heath Road (E)	0	0	0
	C - A129 Rayleigh Road - Link (S)	1	0	0

Average PCU Per Veh

	To			
From		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	1.000	1.004	
	B - Daws Heath Road (E)	1.000	1.000	
	C - A129 Rayleigh Road - Link (S)	1.006	1.000	

Heavy Vehicle Percentages

2 - South Mini

	To			
From		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	0	3
	E - A129 Rayleigh Road (S)	0	0	0
	F - Hart Road (W)	2	0	0

Average PCU Per Veh

	To			
From		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
	D - A129 Rayleigh Road - Link (N)	1.000	1.000	
	E - A129 Rayleigh Road (S)	1.000	1.000	
	F - Hart Road (W)	1.020	1.000	

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1 - North Mini	A - A129 Rayleigh Road (N)	792	792	45.17
		B - Daws Heath Road (E)	322	322	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	522	522	45.17
		F - Hart Road (W)	359	359	45.17
17:00-17:15	1 - North Mini	A - A129 Rayleigh Road (N)	946	946	53.94
		B - Daws Heath Road (E)	385	385	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	624	624	53.94
		F - Hart Road (W)	429	429	53.94
17:15-17:30	1 - North Mini	A - A129 Rayleigh Road (N)	1158	1158	66.06
		B - Daws Heath Road (E)	471	471	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	764	764	66.06
		F - Hart Road (W)	525	525	66.06
17:30-17:45	1 - North Mini	A - A129 Rayleigh Road (N)	1158	1158	66.06
		B - Daws Heath Road (E)	471	471	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	764	764	66.06
		F - Hart Road (W)	525	525	66.06
17:45-18:00	1 - North Mini	A - A129 Rayleigh Road (N)	946	946	53.94
		B - Daws Heath Road (E)	385	385	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	624	624	53.94
		F - Hart Road (W)	429	429	53.94
18:00-18:15	1 - North Mini	A - A129 Rayleigh Road (N)	792	792	45.17
		B - Daws Heath Road (E)	322	322	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	522	522	45.17
		F - Hart Road (W)	359	359	45.17

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Mini	A - A129 Rayleigh Road (N)	1.12	3.97	75.5	F	965	1448
	B - Daws Heath Road (E)	0.77	0.43	3.2	D	393	589
	C - A129 Rayleigh Road - Link (S)	1.00	0.75	0.0	E	864	1296
2 - South Mini	D - A129 Rayleigh Road - Link (N)	0.87	0.33	0.0	C	891	1336
	E - A129 Rayleigh Road (S)	1.25	7.68	81.0	F	637	955
	F - Hart Road (W)	1.19	5.32	43.1	F	438	657

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	792	198	113	45.17	1043	0.759	780	763	0.0	3.0	0.2
	B - Daws Heath Road (E)	322	81	552	45.17	701	0.460	319	342	0.0	0.8	0.1
	C - A129 Rayleigh Road - Link (S)	728	182	148		985	0.739	728	723	0.0	0.0	0.2
2 - South Mini	D - A129 Rayleigh Road - Link (N)	723	181	67		1165	0.621	723	728	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	522	131	259	45.17	917	0.569	517	531	0.0	1.3	0.1
	F - Hart Road (W)	359	90	441	45.17	695	0.517	355	336	0.0	1.1	0.1

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	946	236	136	53.94	1031	0.917	926	914	3.0	8.0	0.4
	B - Daws Heath Road (E)	385	96	655	53.94	647	0.594	382	407	0.8	1.4	0.2
	C - A129 Rayleigh Road - Link (S)	873	218	177		918	0.951	873	860	0.0	0.0	0.5
2 - South Mini	D - A129 Rayleigh Road - Link (N)	860	215	80		1141	0.754	860	873	0.0	0.0	0.2
	E - A129 Rayleigh Road (S)	624	156	308	53.94	891	0.700	620	632	1.3	2.2	0.2
	F - Hart Road (W)	429	107	528	53.94	638	0.672	425	400	1.1	2.0	0.2

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1158	290	136	66.06	1030	1.124	1019	955	8.0	42.9	1.7
	B - Daws Heath Road (E)	471	118	720	66.06	613	0.768	465	435	1.4	3.0	0.3
	C - A129 Rayleigh Road - Link (S)	877	219	215		877	1.000	877	970	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	970	243	84		1121	0.866	970	877	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	764	191	347	66.06	614	1.244	605	707	2.2	42.1	2.4
	F - Hart Road (W)	525	131	515	66.06	462	1.138	446	437	2.0	21.8	1.9

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1158	290	136	66.06	1030	1.124	1028	956	42.9	75.5	3.6
	B - Daws Heath Road (E)	471	118	727	66.06	610	0.773	470	437	3.0	3.2	0.4
	C - A129 Rayleigh Road - Link (S)	875	219	218		875	1.000	875	980	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	980	245	83		1120	0.875	980	875	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	764	191	351	66.06	609	1.254	608	712	42.1	81.0	6.1
	F - Hart Road (W)	525	131	518	66.06	442	1.188	440	441	21.8	43.1	4.6

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	946	236	141	53.94	1028	0.920	1015	944	75.5	58.2	3.9
	B - Daws Heath Road (E)	385	96	718	53.94	615	0.626	391	438	3.2	1.7	0.2
	C - A129 Rayleigh Road - Link (S)	904	226	181		904	1.000	904	927	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	927	232	85		1128	0.822	927	904	0.0	0.0	0.2
	E - A129 Rayleigh Road (S)	624	156	332	53.94	637	0.980	632	681	81.0	79.0	7.6
	F - Hart Road (W)	429	107	538	53.94	462	0.929	451	426	43.1	37.6	5.3

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	792	198	144	45.17	1026	0.772	1005	933	58.2	5.1	1.9
	B - Daws Heath Road (E)	322	81	711	45.17	618	0.521	325	438	1.7	1.1	0.2
	C - A129 Rayleigh Road - Link (S)	927	232	150		927	1.000	927	885	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	885	221	92		1129	0.784	885	927	0.0	0.0	0.2
	E - A129 Rayleigh Road (S)	522	131	317	45.17	633	0.826	625	660	79.0	53.5	6.3
	F - Hart Road (W)	359	90	532	45.17	500	0.718	487	410	37.6	5.6	2.8

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

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	1 - North Mini - C - A129 Rayleigh Road - Link (S) - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queing to leave the junction in 5 timesegment(s).
Warning	Linked Roundabout	1 - North Mini - C - A129 Rayleigh Road - Link (S)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - South Mini - D - A129 Rayleigh Road - Link (N)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	North Mini	Mini-roundabout		A, B, C	1.59	F
2	South Mini	Mini-roundabout		D, E, F	6.17	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (min)	Network LOS
Left	Normal/unknown	Normal/unknown		3.73	F

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)	Run automatically
D9	2031 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - North Mini	C - A129 Rayleigh Road - Link (S)	2	D	Closely spaced	Normal	0	100.00	2.00
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1	C	Closely spaced	Normal	0	100.00	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Mini	A - A129 Rayleigh Road (N)		ONE HOUR	✓	939	100.000
	B - Daws Heath Road (E)		ONE HOUR	✓	600	100.000
	C - A129 Rayleigh Road - Link (S)	✓				
2 - South Mini	D - A129 Rayleigh Road - Link (N)	✓				
	E - A129 Rayleigh Road (S)		ONE HOUR	✓	698	100.000
	F - Hart Road (W)		ONE HOUR	✓	457	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - North Mini	A - A129 Rayleigh Road (N)	[ONEHOUR]	60.00
	B - Daws Heath Road (E)	[ONEHOUR]	60.00
	C - A129 Rayleigh Road - Link (S)		
2 - South Mini	D - A129 Rayleigh Road - Link (N)		
	E - A129 Rayleigh Road (S)	[ONEHOUR]	60.00
	F - Hart Road (W)	[ONEHOUR]	60.00

Origin-Destination Data

Demand (PCU/hr)

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	261	678
	B - Daws Heath Road (E)	295	0	305
	C - A129 Rayleigh Road - Link (S)	798	192	0

Proportions

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	0.00	0.28	
	B - Daws Heath Road (E)	0.49	0.00	
	C - A129 Rayleigh Road - Link (S)	0.81	0.19	

Demand (PCU/hr)

2 - South Mini

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	581	402
	E - A129 Rayleigh Road (S)	602	0	96
	F - Hart Road (W)	389	68	0

Proportions

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
	D - A129 Rayleigh Road - Link (N)	0.00	0.59	
	E - A129 Rayleigh Road (S)	0.86	0.00	
	F - Hart Road (W)	0.85	0.15	

Vehicle Mix

Heavy Vehicle Percentages

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
	A - A129 Rayleigh Road (N)	0	0	0
	B - Daws Heath Road (E)	6	0	0
	C - A129 Rayleigh Road - Link (S)	4	0	0

Average PCU Per Veh

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
	A - A129 Rayleigh Road (N)	1.000	1.000	
	B - Daws Heath Road (E)	1.062	1.000	
	C - A129 Rayleigh Road - Link (S)	1.042	1.004	

Heavy Vehicle Percentages

2 - South Mini

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
	D - A129 Rayleigh Road - Link (N)	0	2	2
	E - A129 Rayleigh Road (S)	3	0	2
	F - Hart Road (W)	5	2	0

Average PCU Per Veh

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
	D - A129 Rayleigh Road - Link (N)	1.000	1.021	
	E - A129 Rayleigh Road (S)	1.025	1.000	
	F - Hart Road (W)	1.050	1.015	

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - North Mini	A - A129 Rayleigh Road (N)	707	707	45.17
		B - Daws Heath Road (E)	452	452	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	525	525	45.17
		F - Hart Road (W)	344	344	45.17
08:00-08:15	1 - North Mini	A - A129 Rayleigh Road (N)	844	844	53.94
		B - Daws Heath Road (E)	539	539	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	627	627	53.94
		F - Hart Road (W)	411	411	53.94
08:15-08:30	1 - North Mini	A - A129 Rayleigh Road (N)	1034	1034	66.06
		B - Daws Heath Road (E)	661	661	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	769	769	66.06
		F - Hart Road (W)	503	503	66.06
08:30-08:45	1 - North Mini	A - A129 Rayleigh Road (N)	1034	1034	66.06
		B - Daws Heath Road (E)	661	661	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	769	769	66.06
		F - Hart Road (W)	503	503	66.06
08:45-09:00	1 - North Mini	A - A129 Rayleigh Road (N)	844	844	53.94
		B - Daws Heath Road (E)	539	539	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	627	627	53.94
		F - Hart Road (W)	411	411	53.94
09:00-09:15	1 - North Mini	A - A129 Rayleigh Road (N)	707	707	45.17
		B - Daws Heath Road (E)	452	452	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	525	525	45.17
		F - Hart Road (W)	344	344	45.17

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Mini	A - A129 Rayleigh Road (N)	1.02	1.55	27.2	F	862	1292
	B - Daws Heath Road (E)	1.08	2.83	32.9	F	551	826
	C - A129 Rayleigh Road - Link (S)	1.00	0.79	0.0	E	822	1234
2 - South Mini	D - A129 Rayleigh Road - Link (N)	0.90	0.38	0.0	C	900	1350
	E - A129 Rayleigh Road (S)	1.38	13.05	132.1	F	640	961
	F - Hart Road (W)	1.24	8.10	55.1	F	419	629

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	707	177	143	45.17	1028	0.688	698	814	0.0	2.1	0.1
	B - Daws Heath Road (E)	452	113	504	45.17	725	0.623	445	337	0.0	1.6	0.2
	C - A129 Rayleigh Road - Link (S)	738	184	219		925	0.797	738	731	0.0	0.0	0.2
2 - South Mini	D - A129 Rayleigh Road - Link (N)	731	183	51		1178	0.620	731	738	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	525	131	299	45.17	896	0.586	520	482	0.0	1.4	0.1
	F - Hart Road (W)	344	86	448	45.17	690	0.499	340	370	0.0	1.0	0.1

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	844	211	166	53.94	1016	0.831	835	949	2.1	4.4	0.3
	B - Daws Heath Road (E)	539	135	603	53.94	674	0.800	531	398	1.6	3.6	0.4
	C - A129 Rayleigh Road - Link (S)	854	213	261		854	1.000	854	873	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	873	218	59		1161	0.752	873	854	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	627	157	357	53.94	670	0.936	601	575	1.4	8.2	0.7
	F - Hart Road (W)	411	103	518	53.94	470	0.875	394	440	1.0	5.2	0.7

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1034	258	160	66.06	1018	1.016	977	961	4.4	18.5	0.9
	B - Daws Heath Road (E)	661	165	706	66.06	621	1.064	598	432	3.6	19.3	1.4
	C - A129 Rayleigh Road - Link (S)	827	207	294		827	1.000	827	1010	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1010	252	60		1144	0.883	1010	827	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	769	192	413	66.06	561	1.370	558	657	8.2	60.7	3.9
	F - Hart Road (W)	503	126	481	66.06	414	1.217	406	490	5.2	29.3	2.9

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1034	258	160	66.06	1018	1.016	999	963	18.5	27.2	1.5
	B - Daws Heath Road (E)	661	165	722	66.06	613	1.078	606	438	19.3	32.9	2.8
	C - A129 Rayleigh Road - Link (S)	825	206	298		825	1.000	825	1030	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1030	257	60		1141	0.902	1030	825	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	769	192	421	66.06	557	1.381	556	669	60.7	113.8	9.6
	F - Hart Road (W)	503	126	480	66.06	406	1.239	405	498	29.3	53.9	6.4

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De (m)
1 - North Mini	A - A129 Rayleigh Road (N)	844	211	160	53.94	1018	0.829	930	968	27.2	5.7	0.
	B - Daws Heath Road (E)	539	135	671	53.94	639	0.845	619	418	32.9	12.9	2.
	C - A129 Rayleigh Road - Link (S)	824	206	304		824	1.000	824	986	0.0	0.0	0.
2 - South Mini	D - A129 Rayleigh Road - Link (N)	986	247	60		1148	0.859	986	824	0.0	0.0	0.
	E - A129 Rayleigh Road (S)	627	157	403	53.94	555	1.131	554	643	113.8	132.1	13.
	F - Hart Road (W)	411	103	478	53.94	410	1.003	406	480	53.9	55.1	8.

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De (m)
1 - North Mini	A - A129 Rayleigh Road (N)	707	177	168	45.17	1014	0.697	720	943	5.7	2.4	0.
	B - Daws Heath Road (E)	452	113	520	45.17	717	0.630	496	369	12.9	1.8	0.
	C - A129 Rayleigh Road - Link (S)	868	217	244		868	1.000	868	772	0.0	0.0	0.
2 - South Mini	D - A129 Rayleigh Road - Link (N)	772	193	63		1167	0.662	772	868	0.0	0.0	0.
	E - A129 Rayleigh Road (S)	525	131	316	45.17	595	0.884	590	519	132.1	115.9	12.
	F - Hart Road (W)	344	86	509	45.17	430	0.800	422	397	55.1	35.6	6.

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

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - North Mini	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 81% of the total flow for the roundabout for one or more time segments]
Last Run	Last Run	1 - North Mini - C - A129 Rayleigh Road - Link (S) - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 5 timesegment(s).
Warning	Linked Roundabout	1 - North Mini - C - A129 Rayleigh Road - Link (S)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - South Mini - D - A129 Rayleigh Road - Link (N)	Internal storage space between linked junctions is small (2 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	North Mini	Mini-roundabout		A, B, C	3.45	F
2	South Mini	Mini-roundabout		D, E, F	6.42	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (min)	Network LOS
Left	Normal/unknown	Normal/unknown		4.84	F

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)	Run automatically
D10	2031 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - North Mini	C - A129 Rayleigh Road - Link (S)	2	D	Closely spaced	Normal	0	100.00	2.00
2 - South Mini	D - A129 Rayleigh Road - Link (N)	1	C	Closely spaced	Normal	0	100.00	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Mini	A - A129 Rayleigh Road (N)		ONE HOUR	✓	1110	100.000
	B - Daws Heath Road (E)		ONE HOUR	✓	486	100.000
	C - A129 Rayleigh Road - Link (S)	✓				
2 - South Mini	D - A129 Rayleigh Road - Link (N)	✓				
	E - A129 Rayleigh Road (S)		ONE HOUR	✓	756	100.000
	F - Hart Road (W)		ONE HOUR	✓	486	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - North Mini	A - A129 Rayleigh Road (N)	[ONEHOUR]	60.00
	B - Daws Heath Road (E)	[ONEHOUR]	60.00
	C - A129 Rayleigh Road - Link (S)		
2 - South Mini	D - A129 Rayleigh Road - Link (N)		
	E - A129 Rayleigh Road (S)	[ONEHOUR]	60.00
	F - Hart Road (W)	[ONEHOUR]	60.00

Origin-Destination Data

Demand (PCU/hr)

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
From	A - A129 Rayleigh Road (N)	0	349	761
	B - Daws Heath Road (E)	229	0	257
	C - A129 Rayleigh Road - Link (S)	853	196	0

Proportions

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
From	A - A129 Rayleigh Road (N)	0.00	0.31	
	B - Daws Heath Road (E)	0.47	0.00	
	C - A129 Rayleigh Road - Link (S)	0.81	0.19	

Demand (PCU/hr)

2 - South Mini

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
From	D - A129 Rayleigh Road - Link (N)	0	664	354
	E - A129 Rayleigh Road (S)	653	0	103
	F - Hart Road (W)	396	90	0

Proportions

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
From	D - A129 Rayleigh Road - Link (N)	0.00	0.65	
	E - A129 Rayleigh Road (S)	0.86	0.00	
	F - Hart Road (W)	0.81	0.19	

Vehicle Mix

Heavy Vehicle Percentages

1 - North Mini

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	C - A129 Rayleigh Road - Link (S)
From	A - A129 Rayleigh Road (N)	0	0	1
	B - Daws Heath Road (E)	0	0	0
	C - A129 Rayleigh Road - Link (S)	1	0	0

Average PCU Per Veh

From	To			
		A - A129 Rayleigh Road (N)	B - Daws Heath Road (E)	
From	A - A129 Rayleigh Road (N)	1.000	1.004	
	B - Daws Heath Road (E)	1.000	1.000	
	C - A129 Rayleigh Road - Link (S)	1.005	1.000	

Heavy Vehicle Percentages

2 - South Mini

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	F - Hart Road (W)
From	D - A129 Rayleigh Road - Link (N)	0	0	3
	E - A129 Rayleigh Road (S)	0	0	0
	F - Hart Road (W)	2	0	0

Average PCU Per Veh

From	To			
		D - A129 Rayleigh Road - Link (N)	E - A129 Rayleigh Road (S)	
From	D - A129 Rayleigh Road - Link (N)	1.000	1.000	
	E - A129 Rayleigh Road (S)	1.000	1.000	
	F - Hart Road (W)	1.019	1.000	

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1 - North Mini	A - A129 Rayleigh Road (N)	836	836	45.17
		B - Daws Heath Road (E)	366	366	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	569	569	45.17
		F - Hart Road (W)	366	366	45.17
17:00-17:15	1 - North Mini	A - A129 Rayleigh Road (N)	998	998	53.94
		B - Daws Heath Road (E)	437	437	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	680	680	53.94
		F - Hart Road (W)	437	437	53.94
17:15-17:30	1 - North Mini	A - A129 Rayleigh Road (N)	1222	1222	66.06
		B - Daws Heath Road (E)	535	535	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	832	832	66.06
		F - Hart Road (W)	535	535	66.06
17:30-17:45	1 - North Mini	A - A129 Rayleigh Road (N)	1222	1222	66.06
		B - Daws Heath Road (E)	535	535	66.06
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	832	832	66.06
		F - Hart Road (W)	535	535	66.06
17:45-18:00	1 - North Mini	A - A129 Rayleigh Road (N)	998	998	53.94
		B - Daws Heath Road (E)	437	437	53.94
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	680	680	53.94
		F - Hart Road (W)	437	437	53.94
18:00-18:15	1 - North Mini	A - A129 Rayleigh Road (N)	836	836	45.17
		B - Daws Heath Road (E)	366	366	45.17
		C - A129 Rayleigh Road - Link (S)	300	300	
	2 - South Mini	D - A129 Rayleigh Road - Link (N)	300	300	
		E - A129 Rayleigh Road (S)	569	569	45.17
		F - Hart Road (W)	366	366	45.17

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Mini	A - A129 Rayleigh Road (N)	1.20	6.98	117.9	F	1019	1528
	B - Daws Heath Road (E)	0.86	0.62	5.2	E	446	669
	C - A129 Rayleigh Road - Link (S)	1.00	0.76	0.0	E	868	1303
2 - South Mini	D - A129 Rayleigh Road - Link (N)	0.87	0.33	0.0	C	901	1351
	E - A129 Rayleigh Road (S)	1.38	12.48	137.3	F	694	1041
	F - Hart Road (W)	1.29	9.31	67.5	F	446	669

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	836	209	146	45.17	1026	0.815	820	805	0.0	4.0	0.2
	B - Daws Heath Road (E)	366	91	562	45.17	695	0.526	362	403	0.0	1.1	0.1
	C - A129 Rayleigh Road - Link (S)	780	195	170		961	0.812	780	753	0.0	0.0	0.2
2 - South Mini	D - A129 Rayleigh Road - Link (N)	753	188	67		1161	0.648	753	780	0.0	0.0	0.1
	E - A129 Rayleigh Road (S)	569	142	262	45.17	916	0.621	563	558	0.0	1.6	0.1
	F - Hart Road (W)	366	91	486	45.17	665	0.550	361	339	0.0	1.2	0.1

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	998	249	167	53.94	1014	0.984	958	933	4.0	14.1	0.7
	B - Daws Heath Road (E)	437	109	657	53.94	646	0.676	433	469	1.1	2.0	0.2
	C - A129 Rayleigh Road - Link (S)	896	224	204		896	1.000	896	886	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	886	221	77		1138	0.778	886	896	0.0	0.0	0.2
	E - A129 Rayleigh Road (S)	680	170	308	53.94	703	0.967	645	655	1.6	10.2	0.7
	F - Hart Road (W)	437	109	557	53.94	477	0.917	416	396	1.2	6.5	0.8

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1222	306	161	66.06	1017	1.202	1012	949	14.1	66.5	2.5
	B - Daws Heath Road (E)	535	134	694	66.06	627	0.854	524	480	2.0	4.7	0.5
	C - A129 Rayleigh Road - Link (S)	863	216	247		863	1.000	863	971	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	971	243	77		1124	0.864	971	863	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	832	208	338	66.06	608	1.369	606	711	10.2	66.8	4.0
	F - Hart Road (W)	535	134	523	66.06	422	1.268	417	420	6.5	35.9	3.4

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (mi)
1 - North Mini	A - A129 Rayleigh Road (N)	1222	306	161	66.06	1017	1.202	1016	951	66.5	117.9	5.5
	B - Daws Heath Road (E)	535	134	697	66.06	625	0.855	533	480	4.7	5.2	0.6
	C - A129 Rayleigh Road - Link (S)	860	215	251		860	1.000	860	979	0.0	0.0	0.7
2 - South Mini	D - A129 Rayleigh Road - Link (N)	979	245	77		1123	0.872	979	860	0.0	0.0	0.3
	E - A129 Rayleigh Road (S)	832	208	340	66.06	604	1.378	604	715	66.8	123.9	9.5
	F - Hart Road (W)	535	134	522	66.06	416	1.286	415	423	35.9	65.8	7.5

17:45 - 18:00

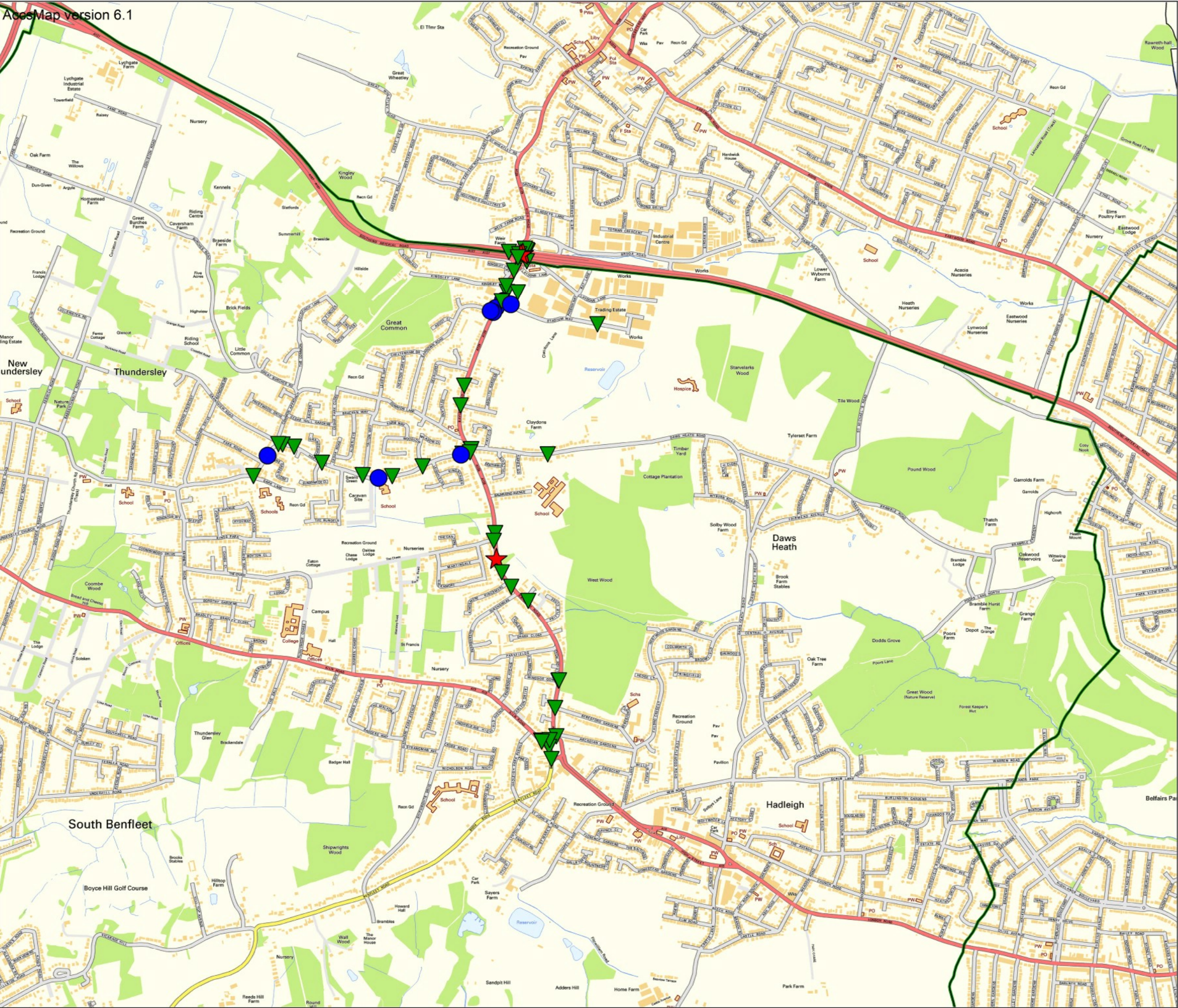
Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De (m)
1 - North Mini	A - A129 Rayleigh Road (N)	998	249	167	53.94	1014	0.984	1014	936	117.9	113.8	6.
	B - Daws Heath Road (E)	437	109	695	53.94	626	0.698	448	485	5.2	2.5	0.
	C - A129 Rayleigh Road - Link (S)	891	223	211		891	1.000	891	932	0.0	0.0	0.
2 - South Mini	D - A129 Rayleigh Road - Link (N)	932	233	80		1130	0.825	932	891	0.0	0.0	0.
	E - A129 Rayleigh Road (S)	680	170	324	53.94	627	1.085	626	688	123.9	137.3	12.
	F - Hart Road (W)	437	109	541	53.94	433	1.009	430	409	65.8	67.5	9.

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	De (m)
1 - North Mini	A - A129 Rayleigh Road (N)	836	209	172	45.17	1012	0.826	1003	922	113.8	72.1	5.
	B - Daws Heath Road (E)	366	91	687	45.17	630	0.580	370	487	2.5	1.4	0.
	C - A129 Rayleigh Road - Link (S)	919	230	174		919	1.000	919	883	0.0	0.0	0.
2 - South Mini	D - A129 Rayleigh Road - Link (N)	883	221	83		1135	0.778	883	919	0.0	0.0	0.
	E - A129 Rayleigh Road (S)	569	142	307	45.17	648	0.879	643	659	137.3	118.9	11.
	F - Hart Road (W)	366	91	555	45.17	453	0.807	446	395	67.5	47.3	7.



Appendix K Road Traffic Accident Record



Colour-coding by SEVERITY	
Total Accidents (54)	
Fatal	(3)
Serious	(8)
Slight	(43)

Total Casualties (68)	
Fatal	(3)
Serious	(8)
Slight	(57)

Selected Range of
Accidents between dates
01/03/2016 and
28/02/2021
Selected using Manual
Selection

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**Essex
Highways**

Ringsway Jacobs working in partnership with Essex County Council

DRAWING TITLE

1855 Kea Haw

SCALE 1 : 15840

DATE 14/04/2021

DRAWING No.

DRAWN BY

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

1649142 04/03/2016 Time 1650 Vehicles 2 Casualties 1 Slight
E: 580061 N: 188452 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 WAS TRAVELLING BEHIND VEHICLE 1. VEHICLE 2 HAS COLLIDED WITH VEHICLE 1 AND DRIVEN OFF WITHOUT STOPPING TO EXCHANGE DETAILS.

Occurred on RAYLEIGH RD UNSPECIFIED ROAD OR LOCATION

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: Female Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Goods vehicle - unknown weight Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

1649124 04/03/2016 Time 1851 Vehicles 2 Casualties 1 Serious
E: 579552 N: 188695 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

CYCLIST TRAVELLING ON HART ROAD TOWARDS WOODMANS PUBLIC HOUSE CAME TO A STOP TO TURN INTO CEDAR HALL SCHOOL. RIDER WAS WEARING A HIGH VISIBILITY JACKET AND WORKING FRONT AND REAR LIGHTS. DRIVER 1 TRAVELLING IN THE SAME DIRECTION FAILED TO NOTICE CYCLIST STRIKING THE REAR OF THE BICYCLE CAUSING TO RIDER TO FALL TO THE GROUND.

Occurred on HART ROAD UNSPECIFIED ROAD OR LOCATION

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 80 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Stopping
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 51 Male Driver/rider Severity: Serious
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

1652443 19/03/2016 Time 1555 Vehicles 2 Casualties 1 Slight
E: 580203 N: 189694 First Road: A 127 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 1	Possible	
2nd: Poor turn or manoeuvre	Vehicle 2	Possible	
3rd: Failed to look properly	Vehicle 1	Possible	
4th: Failed to look properly	Vehicle 2	Possible	
5th:			
6th:			

VEH'S 1 & 2 HAD BOTH EXITED THE ROUNDABOUT JUNCTION WITH THE A129 HEADING ONTO THE A127 ON SLIP TOWARDS SOUTHEND, VEH'1 IN LANE TWO AND VEH'2 LANE 1. BOTH VEHICLES COLLIDED NEARSIDE TO OFFSIDE. BOTH DRIVERS CLAIM THE OTHER ENCROACHED ONTO THEIR LANE AND CAUSED THE COLLISION.

Occurred on SOUTHEND ARTERIAL ROAD A127 30 METRES EAST OF JUNCTION WITH A129

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 25 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

1656633 09/04/2016 Time 1430 Vehicles 2 Casualties 2 Slight
E: 579305 N: 188761 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE ONE TRAVELLING WEST ALONG HART ROAD SLOWED AND STOPPED TO TURN RIGHT ONTO A DRIVE WAY. VEHICLE TWO TRAVELLING BEHIND VEHICLE ONE HAS COLLIDED INTO THE REAR OF VEHICLE ONE.

Occurred on HART ROAD UNSPECIFIED ROAD OR LOCATION 10 METRES EAST OF JUNCTION WITH SUNNYM

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Stopping
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 27 Female Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

1662917 30/04/2016 Time 1400 Vehicles 4 Casualties 1 Slight
E: 580200 N: 189698 First Road: A 127 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal A 129
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 1	Possible	
2nd: Poor turn or manoeuvre	Vehicle 2	Possible	
3rd: Poor turn or manoeuvre	Vehicle 4	Possible	
4th: Failed to judge other persons path or speed	Vehicle 3	Possible	
5th:			
6th:			

ALL VEHICLES TRAVELLING GENERALLY EAST V1 ON ROUNDABOUT AT A127 J/W A129, LEAVING THE ROUNDABOUT ONTO THE SLIP TO THE EASTBOUND A127 IN LANE 2. V2 ON THE ROUNDABOUT IN LANE 1 INTENDING TO TAKE A DIFFERENT EXIT. V1 FNS AND V2 FOS COME TOGETHER CAUSING MINOR DAMAGE TO BOTH VEHICLES. V2 STOPPED ON THE ROUNDABOUT. V4 ON THE ROUNDABOUT CHANGED DIRECTION IN AN ATTEMPT TO AVOID V2 V3 RAN INTO REAR OF V4 PUSHING IT INTO REAR OF V2

Occurred on ARTERIAL ROAD A127 A129

Vehicle Reference 1 Car Turning left
Vehicle movement from N to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Near side Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead right bend
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 34 Female Passenger Severity: Slight
Postcode Seatbelt
Front seat

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

Vehicle Reference	3	Car	Turning left
Vehicle movement from	N	to E	No tow / articulation
On main carriageway			No skidding, jack-knifing or overturning
Location at impact	Leaving roundabout	First impact	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	44
Not hit and run	Breath test	Negative	Male
Driver Postcode:	VRM:		

Vehicle Reference	4	Car	Turning left
Vehicle movement from	N	to E	No tow / articulation
On main carriageway			No skidding, jack-knifing or overturning
Location at impact	Leaving roundabout	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	35
Not hit and run	Breath test	Negative	Male
Driver Postcode:	VRM:		

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

1669435 24/05/2016 Time 2000 Vehicles 2 Casualties 1 Slight
E: 580113 N: 189514 First Road: A 129 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 1	Possible	
2nd: Swerved	Vehicle 1	Possible	
3rd:			
4th:			
5th:			
6th:			

BOTH VEHICLES HEADING SOUTH ALONG A129 FROM A127 RIDER OF VEHICLE 1 RIDING AMONGST A GROUP OF 6 OTHER RIDERS ON VARIOUS TYPES OF ROAD AND SCRAMBLER BIKES, THE GROUP WERE REPORTED TO BE CHANGING LEADS AND WEAIVING WITHIN LANE 1, VEHICLE 2 COMMENCED OVERTAKING IN LANE 2 WHEN VEH 1 COLLIDED WITH HIS NEARSIDE WING MIRROR FALLING OFF THE BIKE.

Occurred on RAYLEIGH ROAD A129 50 METRES NORTH OF JUNCTION WITH STADIUM WAY

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Taxi/Private hire car Overtaking moving vehicle O/S
Vehicle movement from NE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

1670619 27/05/2016 Time 1110 Vehicles 1 Casualties 1 Serious
E: 579068 N: 188793 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Possible
2nd:	Failed to look properly	Casualty 001	Possible
3rd:			
4th:			
5th:			
6th:			

CASUALTY CROSSING THE CARRIAGEWAY FROM NORTH KERB HEADING SOUTH NEAR TO THE JUNCTION. VEHICLE 1 TURNING RIGHT OUT OF JUNCTION COLLIDES WITH CASUALTY IN THE CARRIAGEWAY.

Occurred on HART ROAD UNSPECIFIED ROAD OR LOCATION SWANS GREEN CLOSE

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 85 Female Pedestrian Severity: Serious
Postcode Seatbelt
In carr elsewhere SE bound
Driver's offside

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

1674537 09/06/2016 Time 1730 Vehicles 2 Casualties 1 Slight
E: 580338 N: 187801 First Road: A 129 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 001	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

I WAS RIDING ON PUSH BIKE ALONG THE A129 HEADING IN THE DIRECTION OF THE A127 WHEN A VAN PULLED OUT OF A SIDE ROAD IN FRONT OF ME AS I TRIED TO GO AROUND HER SHE HIT ME SIDE ON CAUSING ME TO CRASH TO THE GROUND ON THE OTHER SIDE OF THE CARRIAGE WAY S HE DID STOP AND WE EXCHANGED PHONE NUMBERS

Occurred on A129 WINDSOR GARDENS

Vehicle Reference 1 Minibus Turning right
Vehicle movement from W to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

1676669 16/06/2016 Time 1808 Vehicles 2 Casualties 1 Slight
E: 580340 N: 187803 First Road: A 129 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 WAITING AT JUNCTION OF WINDSOR GARDENS TO TURN RIGHT ONTO RAYLEIGH ROAD. VEHICLE 2 TRAVELLING RAYLEIGH ROAD IN GENERAL DIRECTION OF RAYLEIGH. VEHICLE 1 DRIVER WAS DISTRACTED BY A GROUP OF YOUTHS WHO BEGAN TO CONVERGE ONTO HIS VEHICLE AND ATTEMPTED TO OPEN HIS DOOR. IN PANIC HE PULLED OUT ONTO RAYLEIGH ROAD & INTO THE PATH OF VEHICLE 2 & COLLIDED.

Occurred on RAYLEIGH ROAD A129 WINDSOR GARDENS

Vehicle Reference 1 Car Turning right
Vehicle movement from W to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

1691026 23/07/2016 Time 1825 Vehicles 2 Casualties 1 Slight
E: 579183 N: 188832 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLES 1 & 2 HAVE COLLIDED. DRIVER VEHICLE 1 HAS FALLEN TO THE GROUND CAUSING INJURY TO THE HANDS AND FINGERS

Occurred on HART RD UNSPECIFIED ROAD OR LOCATION

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 30 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

1693322 09/08/2016 Time 0650 Vehicles 2 Casualties 1 Slight
E: 579006 N: 188703 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 TRAVELLING EAST ON HART ROAD. VEHICLE 2 RAVELLING WEST ON HART ROAD. VEHICLE 1 HAS TURNED RIGHT TOWARDS DARK LANE ACROSS VEHICLE 2 AND BOTH VEHICLES HAVE COLLIDED.

Occurred on HART ROAD UNSPECIFIED ROAD OR LOCATION DARK LANE

Vehicle Reference 1 Car Turning right
Vehicle movement from W to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead right bend
Vehicle movement from NE to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 23 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

1699280 24/08/2016 Time 1850 Vehicles 2 Casualties 1 Slight
E: 580200 N: 189649 First Road: A 127 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 129
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

DRIVER OF VEHICLE 1 HAS MISJUDGED TRAFFIC AHEAD AND REAR SHUNTED VEHICLE 2. ONLY CASUALTY IS DRIVER OF VEHICLE 1. BOTH DRIVERS HAD EXCHANGED DETAILS BEFORE POLICE ARRIVAL.

Occurred on A127 A129

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 21 Female Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

1698887 24/08/2016 Time 1305 Vehicles 2 Casualties 1 Slight
E: 580296 N: 187538 First Road: A 13 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 13
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 WAS QUEUING BEHIND CYCLE (VEHICLE 2) AT ROUNDABOUT OF KILN ROAD TOWARDS HADLEIGH. TRAFFIC HAS CLEARED AND CYCLIST HAS PULLED OUT, HOWEVER HESITATED INTO THE LANE OF TRAFFIC, WHICH HAS CAUSED VEHICLE 1 TO HIT REAR WHEEL OF BIKE, CAUSING RIDER TO FALL OFF AND MINOR DAMAGE TO PUSH BIKE. RIDE SUFFERED A GRAZE TO ELBOW.

Occurred on KILN ROAD A13 A13

Vehicle Reference 1 Car Starting
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Starting
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 60 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

16105513 14/09/2016 Time 0810 Vehicles 2 Casualties 1 Slight
E: 580329 N: 187557 First Road: B 129 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A(M) 13
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Other
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Possible	
2nd: Poor turn or manoeuvre	Vehicle 2	Possible	
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 WAS IN THE OUTSIDE LANE OF 2 APPROACHING THE ROUNDABOUT IN TRAFFIC. DRIVER LOOKED TO THE RIGHT TO SEE IF CLEAR TO CONTINUE INTO THE ROUNDABOUT. CYCLIST HAS FILTERED THROUGH TRAFFIC BETWEEN THE LANES AND RODE INTO VEHICLE 1 PASSENGER SIDE FRONT WHEEL AS THEY MOVED OFF. CAUSING HIM TO BE KNOCKED OFF CYCLE AND WHEEL TO BE RUN OVER.

Occurred on RAYLEIGH ROAD B129 LONDON ROAD A(M)13

Vehicle Reference 1 Car Starting
Vehicle movement from N to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Starting
Vehicle movement from N to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 13 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 13 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

16106550 15/09/2016 Time 1955 Vehicles 1 Casualties 1 Slight
E: 579133 N: 188842 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present but unlit Fine without high winds
Special Conditions at Site Permanent road signing defective or obscured Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Defective traffic signals	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

MOTORCYCLE WAS TRAVELLING ALONG HART ROAD, BENFLEET, WEST WHEN IT HAS STRUCK THE KERB OF THE CENTRAL ISLAND. THIS ISLAND WAS NOT ILLUMINATED, THE KEEP LEFT PLASTIC ILLUMINATED BOLLARD WAS MISSING AND STREET LIGHTING WAS OUT IN THE AREA AS THERE HAD APPEA

RED TO BE A RECENT RTC WHICH HAS KNOCKED OUT LIGHTS IN THE AREA. NO REPORTS MADE. BREATH TEST COMPLETED - 0 RESULT.

Occurred on HART ROAD UNSPECIFIED ROAD OR LOCATION 10 METRES WEST OF JUNCTION WITH COMM

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead left bend
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road Kerb Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 32 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

16119830 24/10/2016 Time 1232 Vehicles 2 Casualties 2 Slight
E: 579919 N: 188801 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled A 129
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V2 TRAVELLING EAST ON HART ROAD. V1 CROSSING IN SOUTHERLY CARRIAGEWAY DIRECTION IN FRONT OF V2. V2 COLLIDED WITH V1. RIDER OF V1 FELL FROM MACHINE.

Occurred on 297 RAYLEIGH ROAD HART ROAD UNSPECIFIED ROAD OR LOCATION 20 METRES WEST OF JU

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 13 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 13 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Bus or coach Stopping
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 13 Male Passenger Severity: Slight
Postcode Seatbelt
Not car passenger Seated bus or coach passenger

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

17156883 20/02/2017 Time 1103 Vehicles 1 Casualties 1 Slight
E: 580191 N: 189704 First Road: A 129 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal A 127
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 HAD TRAVELLED FROM THE A127 SOUTHEND BOUND ON TO THE RAYLEIGH WEIR AND WAS TURNING RIGHT TOWARDS HADLEIGH. THE VEHICLE WHICH WAS FULLY LOADED WITH WET CEMENT OVERTURNED AT THE TOP OF THE ON SLIP TO THE A127 SOUTHEND BOUND.

Occurred on RAYLEIGH WEIR A129 A127

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Turning right
Vehicle movement from W to S No tow / articulation
On main carriageway Overturned
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 41 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

17159761 02/03/2017 Time 1535 Vehicles 2 Casualties 1 Slight
E: 580262 N: 187538 First Road: A 13 Road Type Single carriageway
Speed limit: 30 Junction Detail: Slip Road Give way or controlled A 13
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Impaired by alcohol	Vehicle 2	Very Likely	
2nd: Impaired by drugs (illicit or medicinal)	Vehicle 2	Very Likely	
3rd:			
4th:			
5th:			
6th:			

CYCLIST WAS CYCLING ON THE PAVEMENT, AND WAS INTOXICATED. CYCLIST WAS WITNESSED BY MEMBERS OF THE PUBLIC TO FALL OFF BIKE SEVERAL TIMES. CYCLIST HAS THEN BEEN FOUND FALLEN FROM BIKE ON THE START OF THE ZEBRA CROSSING. CYCLIST STATES THAT HE WAS HIT BY A CAR. NO DAMAGE TO THE BIKE. CYCLIST HAS A MINOR CUT TO HAND.

Occurred on KILN ROAD A13 20 METRES EAST OF JUNCTION WITH LONDON ROAD A13

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Non-stop, not hit Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 38 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

17166287 22/03/2017 Time 1054 Vehicles 1 Casualties 1 Serious
E: 580095 N: 189475 First Road: A 129 Road Type Dual carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Casualty 1	Very Likely	
2nd: Wrong use of pedestrian crossing facility	Casualty 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

V1 TURING RIGHT FROM A129 NORTHBOUND INTO STADIUM WAY. PED/CAS1 CROSSING STADIUM WAY SOUTH TO NORTH. CAS/PED ENTERS ROAD AGAINST RED SIGNAL AND DOES SO WHILST V1 ALREADY MAKING TURN

Occurred on RAYLEIGH ROAD A129 STADIUM WAY

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 82 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 87 Male Pedestrian Severity: Serious
Postcode Seatbelt
On Ped Crossing N bound
Driver's nearside

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

17167047 24/03/2017 Time 1352 Vehicles 1 Casualties 1 Serious
E: 580064 N: 189442 First Road: A 129 Road Type Dual carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Other	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			
Other Cause:	Precipitating Factor:		

VEHICLE 1 IS A DOUBLE DECKER ARRIVA BUS TRAVELLING ALONG RAYLEIGH ROAD TOWARDS THE A127. THIS IS A TWO LANE 4 LANE SECTION OF ROAD, WITH TWO LANES RUNNING IN EACH DIRECTION. DUE TO ROAD WORKS / CONES THE TWO LANES ARE SLIGHTLY RESTRICTIVE IN WIDTH. VEHICLE 1 IS IN THE NEAR SIDE LANE TRAVELLING BETWEEN 5-10MPH DUE TO TRAFFIC CONGESTION. C1 WAS WALKING ALONG THE NEAR SIDE PAVEMENTS TOWARDS THE VEHICLE. HE HAS MOVED TOWARDS THE KERB IN ORDER TO PASS AN UNKNOWN LADY AND IN DOING THIS, AS THE BUS WAS PASSING IT HAS CLIPPED HIS HEAD WITH THE NEAR SIDE WING MIRROR OF THE BUS WHICH WAS OVERHANGING THE PAVEMENT SLIGHTLY DUE TO THE DESIGN OF THE VEHICLE. THIS HAS CAUSED C1 TO FALL TO THE FLOOR. THE BUS WAS FULLY IN HIS LANE AND NOT IM

Occurred on A129 100 METRES STADIUM WAY

Vehicle Reference 1 Bus or coach Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Near side Hit vehicle:
Hit object in road None Off road: None
Did not leave car Age of Driver 67 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 64 Male Pedestrian Severity: Serious
Postcode Seatbelt
On footpath / verge S bound
Movement U/K

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

17168429 29/03/2017 Time 1400 Vehicles 2 Casualties 1 Slight
E: 580090 N: 189473 First Road: A 129 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Disobeyed automatic traffic signal	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1, WAS TRAVELLING NORTH ALONG RAYLEIGH ROAD APPROACHING THE JUNCTION WITH STADIUM WAY. VEHICLE 2 WAS TRAVELLING SOUTH ALONG RAYLEIGH ROAD APPROACHING THE JUNCTION. AT THE JUNCTION VEHICLE 1 HAS FAILED TO COMPLY WITH A TEMPORARY NO RIGHT TURN SIGN AND AND FAILED TO GIVE WAY TO ONCOMING TRAFFIC. VEHICLE 1 HAS TURN RIGHT ACROSS THE PATH OF VEHICLE 2 AND THE VEHICLE HAVE COLLIDED.

Occurred on RAYLEIGH ROAD A129 STADIUM WAY

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 78 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 78 Female Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

17176242 26/04/2017 Time 1000 Vehicles 2 Casualties 1 Slight
E: 580055 N: 188418 First Road: A 129 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

V2 (CYCLIST) WAS RIDING UP RAYLEIGH ROAD TOWARDS THE WOODMANS. AS HE HAS APPROACHED THE JUNCTION WITH THE CHASE, V1 HAS PULLED OUT OF THE CHASE AND V2 HAS COLLIDED AND HIT THE BONNET. IT APPEARS V1 DID NOT SEE THE CYCLIST.

Occurred on RAYLEIGH ROAD A129 THE CHASE

Vehicle Reference 1 Car Waiting to turn right
Vehicle movement from W to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 35 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

17192417 17/06/2017 Time 0600 Vehicles 2 Casualties 1 Slight
E: 580297 N: 187510 First Road: A 13 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 1014
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 COLLIDED WITH PEDAL CYCLE KNOCKING THE RIDER OFF AND DROVE ON MAKING NO ATTEMPT TO STOP

Occurred on VIC HOUSE ROUNDABOUT A13 AT JN WITH BENFLEET ROAD A1014

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Near side Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

17226826 06/10/2017 Time 0950 Vehicles 2 Casualties 1 Serious
E: 580053 N: 189424 First Road: A 129 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 HAS BEEN WAITING TO TURN RIGHT AT A BOXED HATCHINGS AT THE JUNCTION OF RAYLEIGH ROAD AND SANDOWN ROAD. VEH 1 HAS BEGUN TO CROSS THE TWO LANES AS LANE 2 OF THE TRAFFIC ON RAYLEIGH ROAD WAS STATIONARY. VEH 1 HAS THEN SLOWLY EDGED OUT AT WHICH TIME VEH 2 HAS BEEN RIDING IN LANE 1 AND HAS CAUGHT THE FRONT OF VEH 1 CAUSING THE RIDER TO FALL OFF HIS BIKE.

Occurred on RAYLEIGH ROAD A129 AT JN WITH SANDOWN ROAD

Vehicle Reference 1 Car Starting
Vehicle movement from N to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Overtaking stat vehicle O/S
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside Age of Driver 54 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 54 Male Driver/rider Severity: Serious
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

17239347 15/11/2017 Time 0530 Vehicles 2 Casualties 1 Slight
E: 580299 N: 187540 First Road: A 13 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 129
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 HEADING NORTH ON VIC HOUSE ROUNDABOUT FROM BENFLEET ROAD >> A129 RAYLEIGH ROAD ON ROUNDABOUT VEHICLE 1 HEADING EAST ON A13 LONDON ROAD >> A129 RAYLEIGH ROAD VEHICLE 1 HAS ENTERED THE ROUNDABOUT FAILING TO GIVE WAY TO RIGHT AND VEHICLE 2 H AS COLLIDED THE SIDE OF VEHICLE 1. VEHICLE 1 HAS FAILED TO STOP.

Occurred on VIC HOUSE R/B A13 AT JN WITH RAYLEIGH ROAD A129

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Hit and run Breath test Not requested
Driver Postcode: VRM:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Turning left
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 63 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

17245253 03/12/2017 Time 0305 Vehicles 2 Casualties 1 Fatal
E: 580067 N: 188342 First Road: A 129 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Unknown
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 (SEAT IBIZA) IS TRAVELLING NORTH ALONG RAYLEIGH ROAD TOWARDS THE RAYLEIGH WEIR. VEHICLE 2 (MERCEDES SPRINTER) IS TRAVELLING IN THE OPPOSITE DIRECTION. V1 TRAVELS ON TO THE OPPOSING CARIAGEWAY AND COLLIDES WITH V2.

Occurred on RAYLEIGH ROAD A129 NEAR JN WITH THE CHASE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from S to N No tow / articulation
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:
Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Fatal
Postcode Seatbelt
Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

17247501 10/12/2017 Time 1059 Vehicles 2 Casualties 1 Slight
E: 580307 N: 187457 First Road: B 1014 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 13
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Daylight Snowing without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 HAS COME TO A STOP AT THE ROUNDABOUT. VEHICLE 1 HAS ATTEMPTED TO STOP BUT DUE TO THE ICE ON THE ROAD HAS SLID INTO THE REAR OF VEHICLE 2.

Occurred on BENFLEET ROAD B1014 AT JN WITH A13

Vehicle Reference 1 Car Stopping
Vehicle movement from S to E No tow / articulation
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Car Stopping
Vehicle movement from S to E No tow / articulation
On main carriageway Skidded
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 60 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

17256380 17/12/2017 Time 0730 Vehicles 1 Casualties 1 Slight
E: 579955 N: 188821 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Unknown
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

CASUALTY ATTENDED FRONT OFFICE TO REPORT THAT DRIVER HAS COLLIDED WITH A BOLLARD AT A ROUNDABOUT WHILST SHE WAS A PASSENGER IN HIS VEHICLE AND STATES HE INFORMED HER HE REPORTED THE ACCIDENT TO HIS INSURANCE COMPANY CHURCHILL'S. CASUALTY STATES WHEN SHE CONTACTED THE DRIVER'S INSURANCE COMPANY HE HAS FAILED TO INFORM THEM THAT HE WAS CARRYING PASSENGERS IN THE VEHICLE AT THE TIME OF THE ACCIDENT.CASUALTY STATES SHE HAS SUSTAINED INJURIES - POST CONCUSSION WAS DIAGNOSED AT SOUTHEND HOSPITA.

Occurred on RAYLEIGH ROAD AT JN WITH DAWS HEATH

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road Bollard / Refuge Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 20 Female Passenger Severity: Slight
Postcode Seatbelt
Front seat

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18266148 07/02/2018 Time 1940 Vehicles 2 Casualties 3 Slight
E: 580160 N: 189512 First Road: U Road Type Unknown
Speed limit: 30 Junction Detail: Other Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely	
2nd: Failed to look properly	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 HAS LEFT A PARKING SPACE AND BEGUN TO TRAVEL NORTHWARDS ON A MARKED ONE WAY LANE IN THE CAR PARK. VEHICLE ON HAS APPROACHED THIS LANE AND NOT STOPPED AT THE MARKED GIVE WAY SIGN AND STRUCK VEHICLE TWO. BOTH VEHICLE HAS TRAVELLED A SHORT DISTANCE BEFORE STOPPING.

Occurred on SAINSBURYS, 21 STADIUM WAY, BENFLEET, SS7 3UB NEAR JN WITH SAINSBURYS, 21 STADIUM

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 1 Age: 52 Female Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 40 Female Driver/rider Severity: Slight
Postcode Seatbelt

Casualty Reference: 3 Vehicle: 2 Age: 45 Male Passenger Severity: Slight
Postcode Seatbelt

Front seat

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18272096 27/02/2018 Time 2220 Vehicles 1 Casualties 1 Slight
E: 580121 N: 189690 First Road: A 129 Road Type 1
Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 127
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Snowing without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

	Factor:	Causation	Participant:	Confidence:
1st:	Impaired by alcohol		Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)		Casualty 1	Possible
3rd:				
4th:				
5th:				
6th:				

POLICE RECEIVED A CALL STATING THAT ON THE A129 ROUNDABOUT A VEHICLE HAD CRASHED INTO THE BRIDGE WHICH THE A127 GOES OVER AND THEN A MALE PERSON WAS SEEN WALKING AWAY FROM THE SCENE. MALE DESCRIBED AS WHITE, 20'S WEARING JEANS AND A BLACK BASEBALL JACKET, WALKING TOWARDS CANVEY ISLAND ON THE A130, OFFICERS CARRIED OUT AN AREA SEARCH AND LOCATED A MALE MATCHING THE DESCRIPTION GIVEN WALKING ON THE A130 AND HE WAS THEN ARRESTED. AT THE SCENE A RED, MERCEDES, INEX CN57NCV WAS LOCATED WHICH HAD SUFFERED FRONT END DAMAGE, N/S PANEL DAMAGE, AND DAMAGE TO FRONT WHEELS/STEERING/SUSPENSION. THERE WERE MARKS ON PART OF THE WALL ON THE OTHERSIDE OF THE CARRIAGEWAY WHERE IT APPEARS THE VEHICLE HAS COLLIDED INTO, ALSO ON A GRASS AREA OF THE ROUNDABOUT

Occurred on A129 A129 AT JN WITH A127

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or roundabout First impact Nearside Hit vehicle:
Hit object in road Bridge Side Off road: None
Did not leave car Age of Driver 23 Male
Not hit and run Breath test Positive
Driver Postcode: VRM:
Casualty Reference: 1 Vehicle: 1 Age: 23 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18281045 12/03/2018 Time 1055 Vehicles 2 Casualties 1 Slight
E: 580265 N: 187533 First Road: A 13 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

I WAS DRIVING FROM HADLEIGH ROUND ABOUT TOWARDS SOUTH BENFLEET. JUST AFTER LEAVING THE ROUND ABOUT I PASSED A PEDESTRIAN CROSSING . A RED SUBARU WAS PARKED ON THE LHS EITHER IN A BUS LANE OR ON A DOUBLE YELLOW. THE SUBARU PULLED OUT AND ATTEMPTED A U TURN IN FRONT OF MY VEHICLE WITHOUT LOOKING BACK TO CHECK FOR ANY VEHICLES BEHIND SUCH AS MINE. THE SUBARU PULLED RIGHT ACROSS MY VEHICLE AND ALTHOUGH I STEERED SHARPLY TO THE RIGHT I COULD NOT AVOID A COLLISION. THIS WAS A DANGEROUS AND I BELIEVE A ILLEGAL ACT ON THAT MAIN ROAD. I HAVE PHOTOS OF THE FINAL POSITION OF MY VEHICLE AND WHERE THE COLLISION TOOK PLACE ON THE OTHER SIDE OF THE ROAD. I HAVE WITNESSES WHO WILL VOUCH FOR THE FINAL POSITION AND THE STATE OF THE OTHER DRIVER AND THEIR

Occurred on A13 NEAR JN WITH HADLEIGH PARK AVENUE

Vehicle Reference 1 Car U-turn
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 60 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18281278 02/04/2018 Time 1324 Vehicles 2 Casualties 1 Slight
E: 579957 N: 188821 First Road: A 129 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 129
Crossing: Control None Facilities: Zebra crossing Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Road layout (eg bend, hill crest)	Vehicle 1	Very Likely	
2nd: Road layout (eg bend, hill etc.)	Vehicle 2	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 TRAVELLING SOUTH FROM NORTH, ENTERS ROUNDABOUT. VEHICLE 2 TRAVELS WEST TO NORTH FROM EAST ON THE ROUNDABOUT. VEHICLE 1 SWERVES TO AVOID VEHICLE 2 ON THE ROUNDABOUT, NO CONTACT MADE, RIDER COMES OFF BIKE AT A LOW SPEED CAUSING BRUISING TO ANKLE.

Occurred on WOODMANS ARMS DAWS HEATH ROAD A129 AT JN WITH RAYLEIGH ROAD A129

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Starting
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Turning right
Vehicle movement from W to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 71 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Accidents between dates01/03/2016 and 28/02/2021 (60) months

Selection:Notes:

Selected using Manual Selection

1829061607/05/2018Time 1346Vehicles 4Casualties 8Slight

E: 580167 N: 189680First Road: A 127Road TypeDual carriageway

Speed limit: 50Junction Detail: RoundaboutGive way or controlledA 129

Crossing: ControlNoneFacilities: Pelican, puffin, toucan etc.Road surfaceDry

DaylightFine without high winds

Special Conditions at SiteNoneCarriageway Hazards: Inv with prev acc

Place accident reported: At sceneDfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V4 MOVING IN STOP START TRAFFIC. V3 HAS BRAKED HARSHLY TO STOP HIS VEHICLE, POSSIBLY FROM NOT PAYING ENOUGH ATTENTION AND STOPPED HIS VEHICLE IN TIME. V2 HAS THEN HAD TO BRAKE HARSHLY TO STOP HIS VEHICLE AND HAS STOPPED HIS VEHICLE IN TIME. V1 HAS NOT REACTED QUICK ENOUGH NOR BRAKED IN TIME, POSSIBLY FOLLOWING TOO CLOSE. V1 HAS BRAKED AND STRUCK V2, PUSHING V2 INTO V3 AND V3 INTO V4. ALL DRIVERS AND PASSENGERS SUSTAINED MINOR INJURIES. ALL DRIVERS BREATH TESTED AND NEGATIVE RESULTS.

Occurred onARTERIAL ROAD A127 NEAR JN WITH RAYLEIGH WEIR A129

Vehicle Reference1CarStopping

Vehicle movement fromEto WNo tow / articulation

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactCleared junction or waiting/parkFirst impactFrontHit vehicle:

Hit object in roadPrev AccidentOff road:None

Did not leave carrAge of Driver30Male

Not hit and runBreath testNegative

Driver Postcode:VRM:

Casualty Reference:1Vehicle:1Age:30MaleDriver/riderSeverity: Slight

PostcodeSeatbelt

Casualty Reference:2Vehicle:1Age:27FemalePassengerSeverity: Slight

PostcodeSeatbelt

Front seat

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

Vehicle Reference 2 Car Stopping
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road Prev Accident Off road: None
Did not leave carr Age of Driver 54 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 3 Vehicle: 2 Age: 50 Female Passenger Severity: Slight
Postcode Seatbelt
Not car passenger

Casualty Reference: 8 Vehicle: 2 Age: 54 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 3 Car Stopping
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 4 Vehicle: 3 Age: 20 Male Passenger Severity: Slight
Postcode Seatbelt
Front seat

Casualty Reference: 5 Vehicle: 3 Age: 57 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 4 Car Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 6 Vehicle: 4 Age: 32 Male Driver/rider Severity: Slight
Postcode Seatbelt

Casualty Reference: 7 Vehicle: 4 Age: 24 Female Passenger Severity: Slight
Postcode Seatbelt
Front seat

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18297969 02/06/2018 Time 2030 Vehicles 2 Casualties 2 Slight
E: 579612 N: 188702 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 WAS TRAVELLING WEST ALONG HART ROAD. VEHICLE 1 WAS TRAVELLING EAST AND HAS DRIVEN ON THE WRONG SIDE OF THE ROAD HITTING VEHICLE 2 CAUSING DAMAGE. VEHICLE 1 HAS THEN DRIVEN OFF BUT COME BACK 10 MINS LATER.

Occurred on HART ROAD NEAR JN WITH WOODLOW

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 58 Female Driver/rider Severity: Slight
Postcode Seatbelt
Casualty Reference: 2 Vehicle: 2 Age: 25 Male Passenger Severity: Slight
Postcode Seatbelt
Front seat

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18311962 20/07/2018 Time 1255 Vehicles 3 Casualties 1 Serious
E: 580130 N: 189458 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 WAS PARKED AS IT HAD BROKEN DOWN FACING EAST. VEHICLE 3 WAS PARKED AND UNATTENDED WAS BEHIND VEHICLE 2. CASUALTY WORKS FOR THE RAC AND WAS WORKING ON VEHICLE 2. HE WAS STANDING BY THE VEHICLE WHEN VEHICLE 1 HAS COME AROUND THE CORNER HITT
ING CASUALTY ON THE LEFT HAND SHOULDER AND ARM CAUSING INJURY VEHICLE 1 HAS DRIVEN OFF

Occurred on STADIUM WAY NEAR JN WITH A129

Vehicle Reference 1 Car Overtaking nearside
Vehicle movement from E to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Female
Hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 38 Male Pedestrian Severity: Serious
Postcode Seatbelt
Location U/K Standing still

Movement U/K

Vehicle Reference 2 Car Parked
Vehicle movement from E to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test
Driver Postcode: VRM:

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

Vehicle Reference 3 Van or Goods 3.5 tonnes mgw and under Parked
Vehicle movement from E to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test
Driver Postcode: VRM:

18313787 27/07/2018 Time 0755 Vehicles 2 Casualties 1 Slight
E: 579115 N: 188843 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

	Causation		
Factor:	Participant:	Confidence:	
1st: Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING FROM COMMON APPROACH TURNING RIGHT ON TO HART ROAD. AT THE JUNCTION WITH HART ROAD. V1 EXITS JUNCTION IN TO THE PATH OF V2. V1 FAILED TO GIVE WAY. V2 STRUCK THE FRONT OF V1, BRUSHING PAST IT FROM OFFSIDE TO NEARSIDE OF V1.

Occurred on HART ROAD AT JN WITH COMMON APPROACH

Vehicle Reference 1 Car Starting
Vehicle movement from NE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle over 500cc Going ahead right bend
Vehicle movement from SW to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 50 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18327280 29/07/2018 Time 1615 Vehicles 2 Casualties 1 Slight
E: 579926 N: 189100 First Road: A 129 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

I WAS DRIVING MY VEHICLE AND THE VEHICLE IN FRONT OF ME WAS STATIONARY INDICATING RIGHT, I STOPPED WITH PLENTY OF SPACE IN FRONT OF ME. I LOOKED IN MY REAR VIEW MIRROR AND SAW INVOLVED VEHICLE EA03 BFU COMING DOWN THE ROAD AT SPEED AND I COULD SEE TH AT HE WAS NOT GOING TO COME TO A STOP. SAID VEHICLE DID NOT STOP AND WENT INTO THE BACK OF MY VEHICLE V18MOW AT QUITE A FORCE CAUSING ME TO GO FORWARD, VEHICLE IN FRONT OF ME NOT DAMAGED. EA03 BFU DRIVER GOT OUT AND CAME TO MY VEHICLE AND HELPED ME (18MOW) OUT AS I WAS SHAKEN. DETAILS WERE EXCHANGED AND I WAS ABLE TO DRIVE MY VEHICLE HOME BUT HAVE NOT BEEN ABLE TO DRIVE IT AGAIN.

Occurred on RAYLEIGH ROAD A129

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 20 Female Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18325415 08/09/2018 Time 2105 Vehicles 2 Casualties 1 Slight
E: 579911 N: 189013 First Road: (M) 129 Road Type Single carriageway
Speed limit: 30 Junction Detail: Other Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 WAS STATIONARY ON THE A129 JUNCTION WITH ASQUITH AVENUE WHEN VEHICLE 1 HAS DRIVEN INTO HTE REAR OF HIM PUSHING HIM FORWARDS ROUGHLY 10 FEET

Occurred on RAYLEIGH ROAD A(M)129 AT JN WITH ASQUITH AVENUE

Vehicle Reference 1 Car Stopping
Vehicle movement from S to N No tow / articulation
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18345668 09/10/2018 Time 2047 Vehicles 3 Casualties 2 Slight
E: 579952 N: 188807 First Road: A 129 Road Type Single carriageway
Speed limit: 40 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Travelling too fast for conditions	Vehicle 1	Very Likely	
2nd: Careless/Reckless/In a hurry	Vehicle 1	Possible	
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 WHILST APPROACHING THE ROUNDABOUT ON AN EMERGENCY RUN HAS COLLIDED WITH VEHICLE 2, WHEREUPON VEHICLE 2 HAS STRUCK VEHICLE 3.

Occurred on A129 RAYLEIGH ROAD A129 AT JN WITH DAWS HEATH RAOD

Vehicle Reference 1 Car Overtaking nearside
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 39 Male Passenger Severity: Slight
Postcode Seatbelt
Front seat

Casualty Reference: 2 Vehicle: 1 Age: 28 Male Passenger Severity: Slight
Postcode Seatbelt
Back seat

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

Vehicle Reference 3 Car Going ahead left bend
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

18338668 25/10/2018 Time 0515 Vehicles 2 Casualties 1 Slight
E: 580110 N: 189540 First Road: A 129 Road Type Single carriageway
Speed limit: 30 Junction Detail: Other Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 WAS STOPPED AT KINGSLEY LANE, BENFLEET. VEH1 HAS THEN PULLED AWAY TO TURN LEFT AT WHICH TIME CYCLIST HAS BEEN ON THE MAIN ROAD (A129) HEADING TOWARDS THE RAYLEIGH WEIR ROUNDABOUT. CYCLIST HAS NOT BEEN ABLE TO AVOID VEH1 AND HAS STRUCK THE OFFSIDE FRONT OF VEH1 CAUSING THE CYCLIST TO STRIKE THE WINDSCREEN.

Occurred on A129 AT JN WITH KINGSLEY LANE

Vehicle Reference 1 Car Starting
Vehicle movement from W to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 53 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18347856 30/11/2018 Time 0830 Vehicles 2 Casualties 1 Slight
E: 580206 N: 188154 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 WAS PARKED, UNOCCUPIED ON SIDE OF ROAD WHILST DRIVER WAS DELIVERING PARCEL. VEHICLE 1 HAS APPROACHED VEHICLE 2 FROM BEHIND HOWEVER HAS FAILED TO NOTICE THAT IT WAS STATIONARY DUE TO LOW SUN LEVEL. VEHICLE 1 HAS COLLIDED WITH REAR OF VEHICLE 2.

Occurred on 174 RAYLEIGH ROAD NEAR JN WITH BENTONWOOD

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:
Casualty Reference: 1 Vehicle: 1 Age: 46 Female Passenger Severity: Slight
Postcode Seatbelt

Front seat

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Parked
Vehicle movement from Park to Parked No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18350716 13/12/2018 Time 1120 Vehicles 2 Casualties 1 Slight
E: 580323 N: 187681 First Road: A 129 Road Type Single carriageway
Speed limit: 30 Junction Detail: Other Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Swerved	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 WAS STATIONERY PARTLY IN A DEDICATED RIGHT TURN SECTION OF THE CARRIAGEWAY WAITING TO TURN RIGHT INTO BERESFORD GARDENS WHEN VEHICLE 1 COLLIDED IN TO THE REAR NEAR SIDE OF VEHICLE 2. VEHICLE 2 WAS THEN PUSHED FORWARD INTO PEDESTRIAN RAILINGS TO ITS OFFSIDE.

Occurred on RAYLEIGH ROAD A129 AT JN WITH BERESFORD GARDENS

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from S to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle:
Hit object in road None Off road: None
O/S Age of Driver 76 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 78 Male Passenger Severity: Slight
Postcode Seatbelt
Front seat

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18816121 17/12/2018 Time 0931 Vehicles 1 Casualties 1 Slight
E: 580291 N: 188798 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

I GOT OUT OF THE LORRY TO ASK ANOTHER VEHICLE TO MOVE. WHEN A VEHICLE SQUEEZED THROUGH A CAP AND RUN MY FOOT OVER I HAVE VIDEO FOOTAGE FROM TJ COTTIS LORRY EY18GVC

Occurred on UNCLASSIFIED ROAD AT JUNCTION WITH DAWS HEATH ROAD

Vehicle Reference 1 Car Parked
Vehicle movement from Park to Parked No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 22 Male Pedestrian Severity: Slight
Postcode Seatbelt
In carr elsewhere Standing still
Movement U/K

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

19882884 30/09/2019 Time 1513 Vehicles 2 Casualties 1 Slight
E: 579483 N: 188707 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

DRIVER OF VEHICLE 1 THAT BEING DG12PXS WAS AT THE JUNCTION AWAITING TO PULL ONTO HART RD. HAVING LOOKED RIGHT, LEFT AND RIGHT AGAIN, SHE PULLED ONTO THE ROAD, BUT DID NOT SEE VEHICLE 2, DP18XPE ALREADY TRAVELLING HER, CAUSING VEHICLE 2 TO COLLIDE WITH VEHICLE 1. RIDER OF VEHICLE 2 WAS KNOCKED TO THE GROUND, CAUSING BRUISING TO THE RIDERS LEGS.

Occurred on TRITON WAY AT JUNCTION WITH HART ROAD

Vehicle Reference 1 Car Turning right
Vehicle movement from N to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 19 Female Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

19885662 08/10/2019 Time 1137 Vehicles 3 Casualties 2 Slight
E: 579745 N: 188745 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Exceeding speed limit	Vehicle 1	Very Likely	
2nd: Loss of control	Vehicle 1	Very Likely	
3rd: Aggressive driving	Vehicle 1	Very Likely	
4th: Inexperience with type of vehicle	Vehicle 1	Very Likely	
5th:			
6th:			

EP-20191008-0435 REFERS MINOR INJURY POLACC. V1 A HIGH POWERED MOTORCYCLE FAILED TO STOP FOR MARKED ESSEX POLICE ARMED UNIT (V3) PURSUIT AUTHORISED. RIDER FAILED TO STOP AND WHILST VIEW LOST DUE TO BEING BULKED BY ANOTHER VEHICLE THE RIDER LOST CONTROL AND FELL OFF THE BIKE AND ROLLED OVER ON THE ROAD SURFACE SEVERAL TIMES. BIKE CONTINUED INTO FRONT NEARSIDE OF V3 PULLING OUT OF SIDE ROAD. MINOR INJURIES TO RIDERS LEFT FOOT AND RIGHT LOWER LEG. RIDER OF BIKE HAD NO INSURANCE. ATHENA C SE CREATED

Occurred on HART ROAD NEAR JUNCTION WITH WOODLOW

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Turning right
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 46 Female Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

Vehicle Reference 3 Car Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

19892225 28/10/2019 Time 0303 Vehicles 1 Casualties 1 Fatal
E: 580182 N: 189686 First Road: A 127 Road Type Dual carriageway
Speed limit: 50 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present but unlit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE HAS COLLIDED WITH WALL OF THE SERVICE AREA UNDERNEATH THE RAYLEIGH WEIR.
VEHICLE APPEARS TO HAVE TRAVELLED FROM LANE 2 ACROSS TO THE POINT OF IMPACT

Occurred on SOUTHEND ARTERIAL ROAD (A127)

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 32 Male Driver/rider Severity: Fatal
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

20915611 02/01/2020 Time 1430 Vehicles 1 Casualties 1 Slight
E: 580143 N: 189607 First Road: A 129 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Disobeyed pedestrian crossing facility	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

WAITING TO CROSS THE ROAD. STARTED CROSSING WHEN LIGHTS FOR PEDESTRIANS HAD TURNED TO GREEN, STARTED WALKING WITH MY GIRLFRIEND WHEN THE CAR WENT THROUGH THE LIGHTS HITTING MY LEG HEAD AND ARM NECK AND SHOULDER.

Occurred on RAYLEIGH ROAD (A129) - 42 METRES FROM JUNCTION WITH RAYLEIGH WEIR ROUNDABOUT

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Female
Hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Pedestrian Severity: Slight
Postcode Seatbelt
On Ped Crossing E bound
Driver's nearside

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

20919284 14/01/2020 Time 1900 Vehicles 1 Casualties 1 Serious
E: 579912 N: 188797 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Zebra crossing Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site Automatic traffic signal partially defective Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
4th:	Slippery road (due to weather)	Vehicle 1	Possible
5th:	Failed to look properly	Casualty 1	Possible
6th:	Failed to judge vehicles path or speed	Casualty 1	Possible

V001 HIT A PEDESTRIAN WHO WAS ATTEMPTING TO CROSS A ZEBRA CROSSING AT HART ROAD, BENFLEET, ESSEX WHO WAS WALKING TOWARDS THE WOODMANS ARMS ON RAYLEIGH ROAD.

Occurred on HART ROAD - 46 METRES FROM JUNCTION WITH RAYLEIGH ROAD (A129)

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 76 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 69 Male Pedestrian Severity: Serious
Postcode Seatbelt
In zig-zag approach N bound
Driver's nearside

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

20932691 21/02/2020 Time 1419 Vehicles 1 Casualties 1 Fatal
E: 580174 N: 189681 First Road: A 127 Road Type Dual carriageway
Speed limit: 50 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

MALE PEDESTRIAN HAS JUMPED OFF OF THE RAYLEIGH WEIR ROUNDABOUT LANDING ONTO THE A127 BELOW. HE WAS THEN STRUCK BY A PASSING HGV TRAVELLING IN THE DIRECTION OF SOUTHEND.

Occurred on SOUTHEND ARTERIAL ROAD (A127)

Vehicle Reference 1 Goods vehicle - unknown weight Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 42 Male Pedestrian Severity: Fatal
Postcode Seatbelt
In carr not crossing Direction Unknown
Movement U/K

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

20939665 11/03/2020 Time 1000 Vehicles 3 Casualties 1 Slight
E: 580131 N: 188216 First Road: A 129 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

STOPPED AT ZEBRA CROSSING TO LET PEDESTRIAN CROSS. GOT HIT IN REAR BY CAR BEHIND. THE CAR BEHIND ME HAD BEEN HIT BY THE CAR BEHIND THEM.

Occurred on RAYLEIGH ROAD (A129) AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 3 Car Stopping
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 46 Female Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

20969291 03/08/2020 Time 1143 Vehicles 2 Casualties 1 Slight
E: 580090 N: 188279 First Road: A 129 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING ON RAYLIEGH RD IN GENERAL DIRECTION OF THE A13. V1 HAS THEN FAILED TO SEE V2 WAITING AT A ZEBRA CROSSING ON THE SAME DIRECTION. V1 HAS COLLIDED WITH THE REAR OF V2.

Occurred on RAYLEIGH ROAD (A129) - 142 METRES FROM JUNCTION WITH THE CHASE

Vehicle Reference 1 Car Stopping
Vehicle movement from N to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:
Vehicle Reference 2 Car Stopping
Vehicle movement from N to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Female
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 7 Male Passenger Severity: Slight
Postcode Seatbelt
Front seat

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

20977925 03/09/2020 Time 1512 Vehicles 1 Casualties 1 Serious
E: 580042 N: 189429 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 129
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Illness or disability, mental or physical	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

THE CASUALTY WAS RIDING AN ELECTRIC SCOOTER, DURING WHICH TIME SUFFERED A SEIZURE. AS A RESULT RIDING HAS FALLEN OFF THE SCOOTER CAUSING MULTIPLE HEAD INJURIES.

Occurred on SANDOWN ROAD NEAR JUNCTION WITH RAYLEIGH ROAD (A129)

Vehicle Reference 1 Other Vehicle Going ahead other
Vehicle movement from W to E No tow / articulation
9 No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Serious
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

211019853 07/02/2021 Time 1900 Vehicles 1 Casualties 1 Slight
E: 580161 N: 189666 First Road: A 127 Road Type Dual carriageway
Speed limit: 50 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Darkness: street lights present and lit Snowing with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING NORTH ALONG THE A127 SOUTHEND ARTERIAL ROAD TOWARDS THE GENERAL DIRECTION OF LONDON WHEN V1 LOOSES CONTROL AND LEAVES THE CARRIAGEWAY, COLLIDING WITH THE BARRIERS.

Occurred on SOUTHEND ARTERIAL ROAD (A127)

Vehicle Reference 1 Car Stopping
Vehicle movement from E to W No tow / articulation
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Kerb Off road: None
Did not leave carr Age of Driver 64 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 84 Female Passenger Severity: Slight
Postcode Seatbelt
Back seat

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

211023309 19/02/2021 Time 1400 Vehicles 2 Casualties 1 Slight
E: 580508 N: 189370 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Illegal turn or direction of travel	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

WAS DRIVING ALONG THE ROAD WHEN I SAW A VAN REVERSING SO I STOPPED ABOUT 20 FEET BACK FROM IT AN THE VAN KEPT COMING BACKWARDS TOWARDS THE CAR. I TRIED TO GO INTO REVERSE BUT THE VAN SEEMED TO SPEED UP AND HIT THE CAR AT SOME FORCE, ACTUALLY MOVING THE CAR BACKWARDS THE VAN DROVE OFF UP THE ROAD AND I GOT OUT THE CAR AND THEN THE DRIVER TURNED AROUND SO I SHOUTED TO HIM THAT HE HAD JUST HIT MY CAR AND HE SAID HE WAS GOING TO PULL OVER I QUICKLY GOT A PICTURE OF THE VANS NUMBER PLATE TH62 WNF AND THEN THE VAN THEN SUDDENLY SPED OFF UP THE ROAD TOWARDS SAINSBURYS AND A CAR DEALERSHIP I SAW SOME PEOPLE FROM A BUILDERS YARD SO I ASKED THEM WHETHER THEY HAD SEEN ANYTHING WHEN A MAN IN HIS VAN PASSED A BUSINESS CARD TO ME AS HE HAD SEEN IT A

Occurred on STADIUM WAY - 132 METRES FROM JUNCTION WITH PHOENIX WAY

Vehicle Reference 1 Goods vehicle - unknown weight Reversing
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted
Driver Postcode: VRM:
Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:
Casualty Reference: 1 Vehicle: 2 Age: 45 Female Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates 01/03/2016 and 28/02/2021 (60) months

Selection: Notes:

Selected using Manual Selection

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	3	6	27	36
2-wheeled motor vehicles	0	1	8	9
Pedal cycles	0	1	8	9
Horses & other	0	0	0	0
Total	3	8	43	54

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	2	1	24	27
Passenger	0	0	15	15
Motorcycle rider	0	1	8	9
Cyclist	0	1	8	9
Pedestrian	1	5	2	8
Other	0	0	0	0
Total	3	8	57	68

Appendix L TRICS Database Printouts

Calculation Reference: AUDIT-706711-220629-0601

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
	HC	HAMPSHIRE 4 days
	KC	KENT 3 days
	SC	SURREY 1 days
	WS	WEST SUSSEX 5 days
04	EAST ANGLIA	
	NF	NORFOLK 7 days
	SF	SUFFOLK 2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 10 to 984 (units:)
Range Selected by User: 7 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 29/02/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	7 days
Wednesday	9 days
Thursday	7 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	20 days
Directional ATC Count	3 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	18

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	23
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 23 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
15,001 to 20,000	6 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	19 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	15 days
No	8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	23 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
2	HC-03-A-18 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 29/11/16	HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
3	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18	TERRACED & SEMI-DETACHED	HAMPSHIRE	Survey Type: MANUAL
4	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18	MIXED HOUSES	HAMPSHIRE	Survey Type: MANUAL
5	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19	HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
6	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
7	KC-03-A-06 MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:	288		
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL	
9	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL	
10	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	70		
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL	
11	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	40		
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL	
12	NF-03-A-09 ROUND HOUSE WAY NORWICH CRINGLEFORD	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	984		
	Survey date: TUESDAY	24/09/19	Survey Type: MANUAL	
13	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	17		
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT	
14	NF-03-A-13 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	198		
	Survey date: TUESDAY	11/09/18	Survey Type: DIRECTIONAL ATC COUNT	
15	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	138		
	Survey date: TUESDAY	20/10/15	Survey Type: DIRECTIONAL ATC COUNT	

LIST OF SITES relevant to selection parameters (Cont.)

16	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		71	
	Survey date: THURSDAY		23/01/14	Survey Type: MANUAL
17	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
18	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		73	
	Survey date: THURSDAY		09/05/19	Survey Type: MANUAL
19	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		151	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
20	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		180	
	Survey date: THURSDAY		19/04/18	Survey Type: MANUAL
21	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		195	
	Survey date: THURSDAY		05/07/18	Survey Type: MANUAL
22	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		79	
	Survey date: WEDNESDAY		07/11/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	918	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	180	0.077	23	180	0.308	23	180	0.385
08:00 - 09:00	23	180	0.143	23	180	0.364	23	180	0.507
09:00 - 10:00	23	180	0.149	23	180	0.172	23	180	0.321
10:00 - 11:00	23	180	0.119	23	180	0.153	23	180	0.272
11:00 - 12:00	23	180	0.122	23	180	0.133	23	180	0.255
12:00 - 13:00	23	180	0.147	23	180	0.140	23	180	0.287
13:00 - 14:00	23	180	0.153	23	180	0.140	23	180	0.293
14:00 - 15:00	23	180	0.156	23	180	0.178	23	180	0.334
15:00 - 16:00	23	180	0.236	23	180	0.175	23	180	0.411
16:00 - 17:00	23	180	0.265	23	180	0.157	23	180	0.422
17:00 - 18:00	23	180	0.349	23	180	0.169	23	180	0.518
18:00 - 19:00	23	180	0.311	23	180	0.171	23	180	0.482
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.227			2.260			4.487

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	10 - 984 (units:)
Survey date range:	01/01/14 - 29/02/20
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-706711-220629-0658

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
	HF	HERTFORDSHIRE 1 days
	IW	ISLE OF WIGHT 1 days
	SC	SURREY 1 days
04	EAST ANGLIA	
	NF	NORFOLK 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 215 to 1400 (units: sqm)
Range Selected by User: 215 to 1400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 08/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	3 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

E(e) 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-05-G-02 JUZIERS DRIVE EAST HOATHLY	MEDICAL CENTRE		EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Gross floor area:	215 sqm		
	Survey date: WEDNESDAY	13/07/16		Survey Type: MANUAL
2	HF-05-G-01 CHELLS WAY STEVENAGE	GP SURGERY		HERTFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:	830 sqm		
	Survey date: FRIDAY	28/06/19		Survey Type: MANUAL
3	IW-05-G-01 NEWPORT ROAD COWES	GP SURGERY		ISLE OF WIGHT
	Edge of Town Residential Zone			
	Total Gross floor area:	1400 sqm		
	Survey date: WEDNESDAY	26/06/19		Survey Type: MANUAL
4	NF-05-G-03 MILE END ROAD NORWICH MOUNT PLEASANT	GP SURGERY		NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone			
	Total Gross floor area:	600 sqm		
	Survey date: FRIDAY	08/11/19		Survey Type: MANUAL
5	SC-05-G-02 ESHER GREEN DRIVE ESHER SANDOWN PARK	GP SURGERY		SURREY
	Edge of Town Residential Zone			
	Total Gross floor area:	310 sqm		
	Survey date: WEDNESDAY	22/06/16		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	830	1.325	1	830	0.000	1	830	1.325
07:00 - 08:00	5	671	1.580	5	671	0.447	5	671	2.027
08:00 - 09:00	5	671	4.650	5	671	2.355	5	671	7.005
09:00 - 10:00	5	671	3.994	5	671	3.815	5	671	7.809
10:00 - 11:00	5	671	3.845	5	671	3.696	5	671	7.541
11:00 - 12:00	5	671	3.279	5	671	3.905	5	671	7.184
12:00 - 13:00	5	671	2.921	5	671	3.130	5	671	6.051
13:00 - 14:00	5	671	2.593	5	671	2.861	5	671	5.454
14:00 - 15:00	5	671	3.338	5	671	2.921	5	671	6.259
15:00 - 16:00	5	671	3.219	5	671	3.338	5	671	6.557
16:00 - 17:00	5	671	2.802	5	671	3.308	5	671	6.110
17:00 - 18:00	5	671	2.176	5	671	3.428	5	671	5.604
18:00 - 19:00	5	671	0.745	5	671	1.818	5	671	2.563
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			36.467			35.022			71.489

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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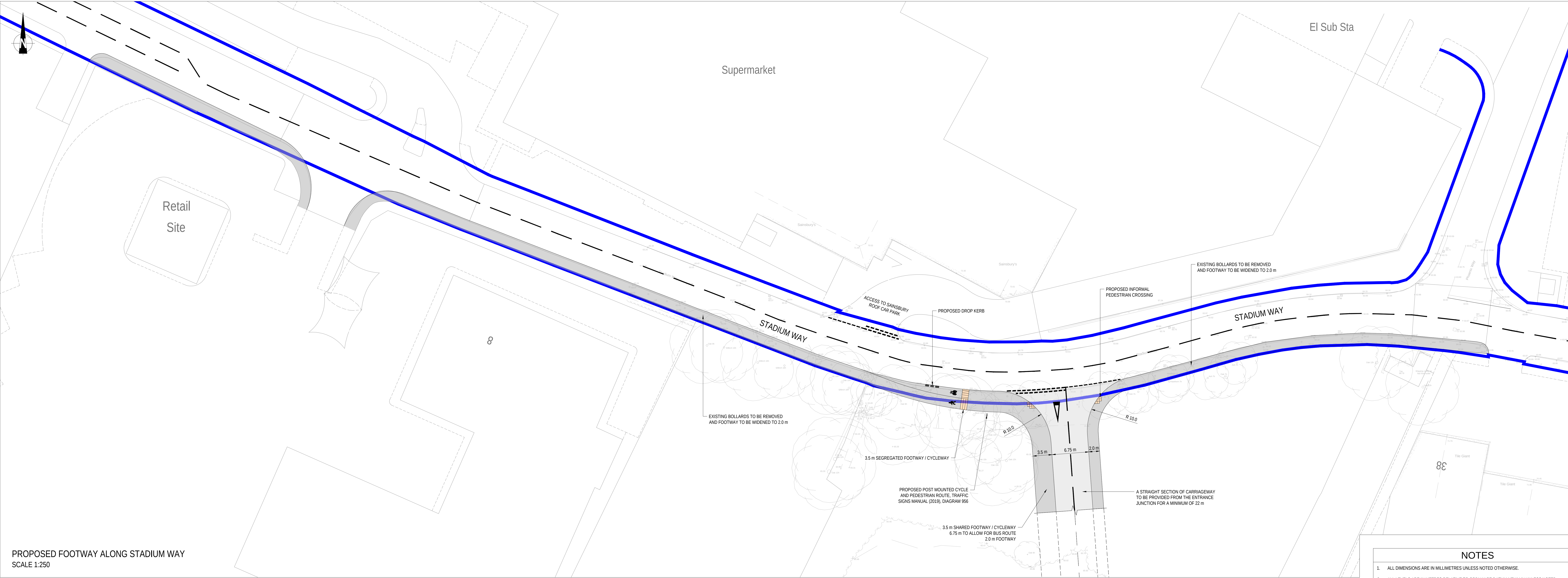
The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

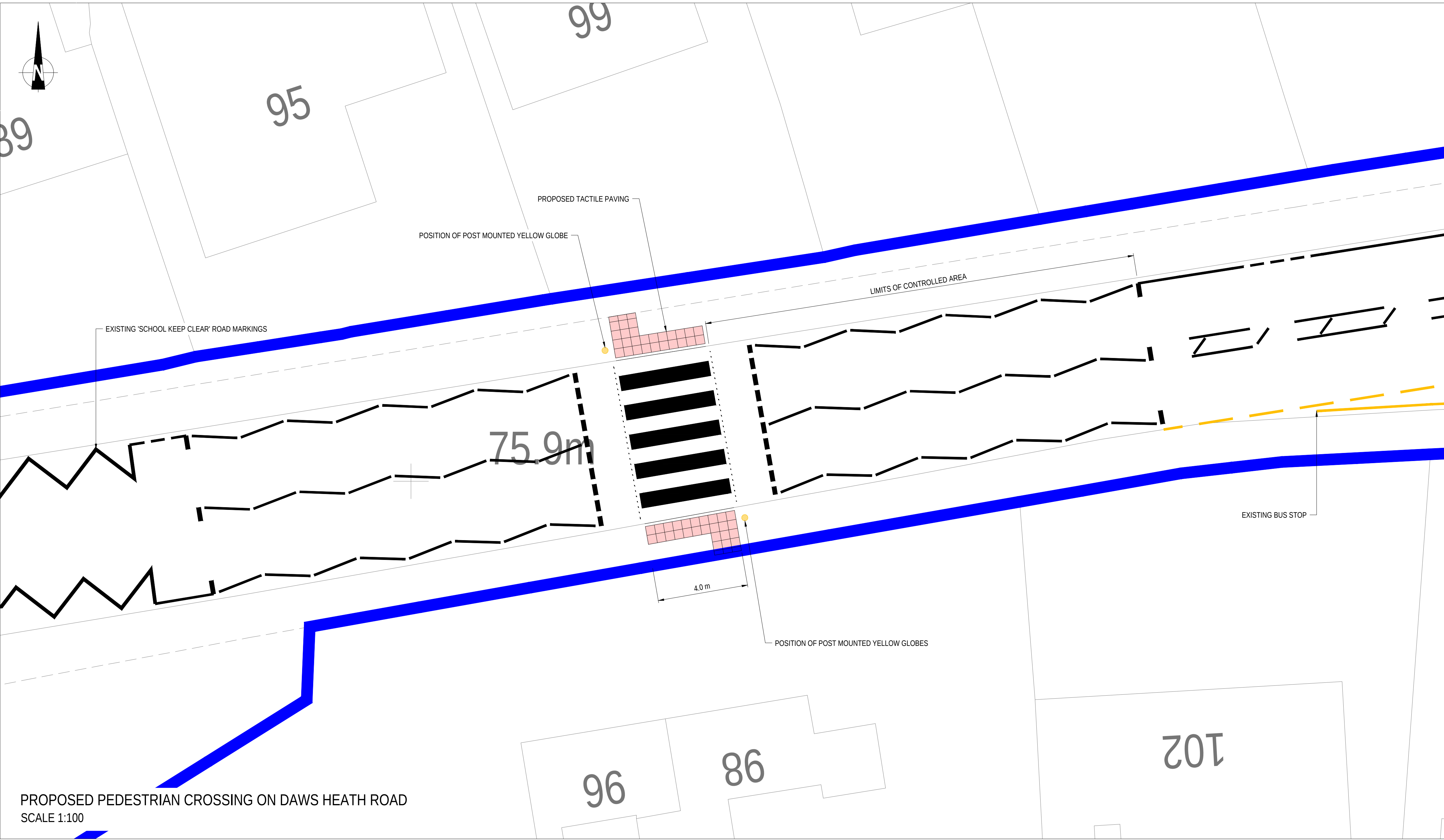
Trip rate parameter range selected: 215 - 1400 (units: sqm)
 Survey date range: 01/01/14 - 08/11/19
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix M Proposed Stadium Way Footway and Daws Heath Road Zebra Crossing Improvements



PROPOSED FOOTWAY ALONG STADIUM WAY
SCALE 1:250



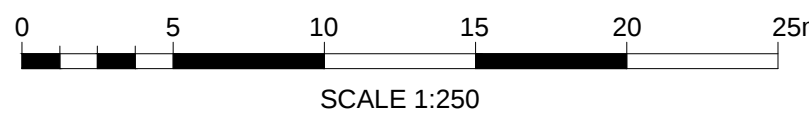
PROPOSED PEDESTRIAN CROSSING ON DAWS HEATH ROAD
SCALE 1:100

NOTES

- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM NEWLYN UNLESS NOTED OTHERWISE.
- ALL COORDINATES ARE IN METRES RELATIVE TO ORDNANCE SURVEY NATIONAL GRID.
- THE CONTRACTOR IS TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK OR PREPARING SHOP DRAWINGS.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS AND ARCHITECTS DRAWINGS AND SPECIFICATIONS.
- THIS IS A COLOURED DRAWING AND SHOULD BE READ AS SUCH.
- 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

- PROPOSED ACCESS ROAD
- PROPOSED FOOTWAY
- PROPOSED ROAD MARKINGS
- HIGHWAYS BOUNDARY



P3	CLIENT NAME UPDATED	24.11.22	ECR	JC	MI
P2	HIGHWAY BOUNDARY ADDED	13.07.22	ECR	JS	MI
Mark	Revision	Date	Drawn	Chkd	Appd

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 is made as to its accuracy or completeness. 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.

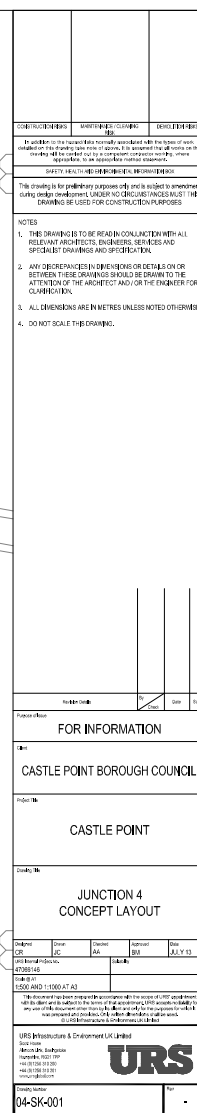
Drawing Issue Status	PRELIMINARY
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LAND EAST OF RAYLEIGH ROAD, THUNDERSLEY

PROPOSED FOOTWAY IMPROVEMENTS ALONG
STADIUM WAY AND DAWS HEATH ROAD

Client		THIS LAND DEVELOPMENT LIMITED		Stantec	
Date of 1st Issue	Designed	Checked	Approved	Drawn	Revised
21.06.22	ECR	JS	ECR	MI	
AS SHOWN					
Drawing Number	47268/5501/006	Revision	P3	Cambridge Tel: 01223 882 000	

Appendix N Woodmans Arms Junction Preliminary Improvement Scheme



Appendix O Victoria House Corner Junction Preliminary Improvement Scheme



Notes																																			
1. Do not scale off this drawing.																																			
2. All dimensions are in metres.																																			
Key to symbols																																			
Proposed Carriageway																																			
Reference drawings																																			
WestPump223135-117956720-0.DWG																																			
PRELIMINARY DESIGN NOT FOR CONSTRUCTION																																			
<table><tr><td>P1</td><td>28/03/19</td><td>WJK</td><td>First issue</td><td>GT</td><td>CR</td></tr><tr><td>Rev</td><td>Date</td><td>Drawn</td><td>Description</td><td>CHK'd</td><td>App'd</td></tr></table>						P1	28/03/19	WJK	First issue	GT	CR	Rev	Date	Drawn	Description	CHK'd	App'd																		
P1	28/03/19	WJK	First issue	GT	CR																														
Rev	Date	Drawn	Description	CHK'd	App'd																														
M M MOTT MACDONALD Stoneham Way Stoneham Lane Southampton, SO50 9HW United Kingdom T +44 (0)2380 628 800 F +44 (0)2380 647 251 W mottmac.com																																			
Client Castle Point Borough Council																																			
Title Castle Point A13 Kiln Road / London Road Roundabout Capacity Improvements																																			
<table><tr><td>Designed</td><td>C. Cote</td><td>Eng check</td><td></td><td></td><td></td></tr><tr><td>Drawn</td><td>W. Koroska</td><td>Coordination</td><td></td><td></td><td></td></tr><tr><td>Design check</td><td>G. Tregillis</td><td>Approved</td><td>C. Rishman</td><td></td><td></td></tr><tr><td>Scale at A1</td><td>1:500</td><td>Status</td><td>PRE</td><td>Rev</td><td>P1</td></tr><tr><td></td><td></td><td></td><td></td><td>Security</td><td>STD</td></tr></table>						Designed	C. Cote	Eng check				Drawn	W. Koroska	Coordination				Design check	G. Tregillis	Approved	C. Rishman			Scale at A1	1:500	Status	PRE	Rev	P1					Security	STD
Designed	C. Cote	Eng check																																	
Drawn	W. Koroska	Coordination																																	
Design check	G. Tregillis	Approved	C. Rishman																																
Scale at A1	1:500	Status	PRE	Rev	P1																														
				Security	STD																														
Drawing Number 402490-MMD-XX-00-DR-C-0005																																			

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Appendix P A129 Temporary Construction Access Design and Construction Routing Plan

The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay.
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This drawing is to be read in conjunction with all Engineers and Architects Drawings and

This Topographical Survey was undertaken by Survey Solutions on the 8th of July 2020,

This Tree Protection Plan was undertaken by Southern Ecological Solutions on the 5th of August 2021, drawing number TPP/ Bayleinh Rd/ Hadleigh/ 05-08-21

This design is preliminary therefore further searches are required during detailed design to determine the risks associated with existing utilities, geology and potential contamination,

[illegible]

Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

16.5 m ARTICULATED VEHICLE
ACCESSING THE SITE

P2 Client Name Updated	ECR	MI	2022.11.24
Issued/Revision	By	Appd	YYYY.MM.DD

	ECR	MI	MI	2022.02.08
	Dwn.	Dsgn.	Chkd.	YYYY.MM.DD

ILLUSTRATIVE

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A DEVELOPMENT
BUSINESS

LAND EAST OF RAYLEIGH ROAD,
THUNDERSLEY

Title
RAYLEIGH ROAD PROPOSED CONSTRUCTION
ACCESS GENERAL ARRANGEMENT PLAN

Project No.	Scale
47268	1:200

Revision	Drawing No.
P2	47268 2001 004

