



FIVE ESTUARIES OFFSHORE WIND FARM ENVIRONMENTAL STATEMENT

VOLUME 6, PART 6, ANNEX 8.2: TRAFFIC AND TRANSPORT BASELINE REPORT - PART 2

Application Reference	EN010115
Application Document Number	6.6.8.2
Revision	A
APFP Regulation:	5(2)(a)
Date	March 2024



Project	Five Estuaries Offshore Wind Farm
Sub-Project or Package	Environmental Statement
Document Title	Volume 6, Part 6, Annex 8.2: Traffic and Transport Baseline Report - Part 2
Application Document Number	6.6.8.1
Revision	A
APFP Regulation	5(2)(a)
Document Reference	005024281-01

COPYRIGHT © Five Estuaries Offshore Wind Farm Ltd

All pre-existing rights reserved.

This document is supplied on and subject to the terms and conditions of the Contractual Agreement relating to this work, under which this document has been supplied, in particular:

LIABILITY

In preparation of this document Five Estuaries Offshore Wind Farm Ltd has made reasonable efforts to ensure that the content is accurate, up to date and complete for the purpose for which it was contracted. Five Estuaries Offshore Wind Farm Ltd makes no warranty as to the accuracy or completeness of material supplied by the client or their agent.

Other than any liability on Five Estuaries Offshore Wind Farm Ltd detailed in the contracts between the parties for this work Five Estuaries Offshore Wind Farm Ltd shall have no liability for any loss, damage, injury, claim, expense, cost or other consequence arising as a result of use or reliance upon any information contained in or omitted from this document.

Any persons intending to use this document should satisfy themselves as to its applicability for their intended purpose.

The user of this document has the obligation to employ safe working practices for any activities referred to and to adopt specific practices appropriate to local conditions.

Revision	Date	Status/Reason for Issue	Originator	Checked	Approved
A	Mar 24	ES	SLR	GoBe	VEOWFL

Appendix F A120 Junction Turning Count Data (August 2022)

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024



To A									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	46	10	4	11	1	0	0	89.3	72
0	56	15	8	14	1	0	1	117.6	95
0	102	25	12	25	2	0	1	207	167
0	61	32	6	11	0	0	0	127.3	110
0	71	27	7	10	0	0	1	131.9	116
0	67	32	6	8	1	0	4	130.0	118
0	73	30	2	8	0	0	3	125.6	116
0	272	121	21	37	1	0	8	515	460
0	72	21	7	10	0	0	2	127.3	112
0	59	40	5	12	0	1	1	134.7	118
0	75	27	2	10	0	0	0	128.0	114
0	61	21	8	4	0	0	0	103.2	94
0	267	109	22	36	0	1	3	493	438
0	65	15	6	8	0	0	0	107.4	94
0	49	22	6	9	0	0	1	101.1	87
0	114	37	12	17	0	0	1	208	181
0	755	292	67	115	3	1	13	1423	1246
0	123	33	10	19	0	0	2	215.5	187
0	104	30	7	12	0	0	1	172.5	154
0	227	63	17	31	0	0	3	388	341
0	108	27	4	8	0	0	0	159.4	147
0	161	30	6	23	0	0	2	253.7	222
0	155	31	6	12	1	1	1	225.2	207
0	173	30	4	13	0	0	4	240.5	224
0	597	118	20	56	1	1	7	879	800
0	165	29	2	10	0	0	1	220.4	207
0	178	33	5	14	0	0	4	252.3	234
0	139	20	4	16	0	0	1	202.2	180
0	156	19	2	13	0	0	4	209.5	194
0	638	101	13	53	0	0	10	885	815
0	114	21	0	16	0	0	1	172.2	152
0	126	18	1	17	0	0	1	185.0	163
0	240	39	1	33	0	0	2	358	315
0	1702	321	51	173	1	1	22	2510	2271



Tendring District, Essex - Manual Traffic Survey: Friday, 05 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Approach: B - (South) A120

TIME	B to C									B to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	4	2	0	0	0	0	0	6.0	6	44	10	4	11	1	0	0	87.3	70
06:45 - 07:00	8	2	1	0	0	0	0	11.5	11	54	15	8	14	1	0	1	115.6	93
Hourly Total	12	4	1	0	0	0	0	18	17	98	25	12	25	2	0	1	203	163
07:00 - 07:15	3	5	0	0	0	0	0	8.0	8	58	30	6	11	0	0	0	122.3	105
07:15 - 07:30	8	4	0	0	0	0	0	12.0	12	68	26	7	10	0	0	1	127.9	112
07:30 - 07:45	11	1	0	0	0	0	0	12.0	12	65	32	6	8	0	0	4	126.0	115
07:45 - 08:00	8	6	0	0	0	0	0	14.0	14	66	28	2	8	0	0	3	116.6	107
Hourly Total	30	16	0	0	0	0	0	46	46	257	116	21	37	0	0	8	493	439
08:00 - 08:15	9	3	0	0	0	0	0	12.0	12	66	21	6	10	0	0	2	119.8	105
08:15 - 08:30	5	1	1	0	0	0	0	7.5	7	57	38	4	12	0	0	1	129.0	112
08:30 - 08:45	7	5	0	0	0	0	1	12.4	13	69	25	2	10	0	0	0	120.0	106
08:45 - 09:00	6	0	1	0	0	0	0	7.5	7	56	18	8	4	0	0	0	95.2	86
Hourly Total	27	9	2	0	0	0	1	39	39	248	102	20	36	0	0	3	464	409
09:00 - 09:15	7	1	0	0	1	0	0	10.0	9	63	14	6	8	0	0	0	104.4	91
09:15 - 09:30	5	2	0	0	0	0	0	7.0	7	47	20	6	9	0	0	1	97.1	83
Hourly Total	12	3	0	0	1	0	0	17	16	110	34	12	17	0	0	1	201	174
Session Total	81	32	3	0	1	0	1	120	118	713	277	65	115	2	0	13	1361	1185
15:30 - 15:45	7	1	0	0	0	0	0	8.0	8	120	30	10	19	0	0	1	209.1	180
15:45 - 16:00	6	0	0	0	0	0	0	6.0	6	97	28	7	12	0	0	1	163.5	145
Hourly Total	13	1	0	0	0	0	0	14	14	217	58	17	31	0	0	2	373	325
16:00 - 16:15	12	2	0	0	0	0	0	14.0	14	104	27	4	7	0	0	0	153.1	142
16:15 - 16:30	13	1	1	1	0	0	0	17.8	16	148	30	6	23	0	0	2	240.7	209
16:30 - 16:45	13	2	0	0	0	0	0	15.0	15	146	30	6	11	0	0	0	210.3	193
16:45 - 17:00	7	1	0	0	0	0	2	8.8	10	165	28	4	10	0	0	4	223.6	211
Hourly Total	45	6	1	1	0	0	2	56	55	563	115	20	51	0	0	6	827	755
17:00 - 17:15	11	1	0	0	0	0	1	12.4	13	158	28	2	10	0	0	1	212.4	199
17:15 - 17:30	10	1	0	0	0	0	2	11.8	13	174	33	5	14	0	0	4	248.3	230
17:30 - 17:45	5	1	0	1	0	0	0	8.3	7	132	20	4	16	0	0	1	195.2	173
17:45 - 18:00	14	3	0	0	0	0	0	17.0	17	149	19	2	12	0	0	4	200.2	186
Hourly Total	40	6	0	1	0	0	3	49	50	613	100	13	52	0	0	10	857	788
18:00 - 18:15	10	4	0	0	0	0	0	14.0	14	110	20	0	16	0	0	1	167.2	147
18:15 - 18:30	7	0	0	0	0	0	0	7.0	7	123	18	1	17	0	0	1	182.0	160
Hourly Total	17	4	0	0	0	0	0	21	21	233	38	1	33	0	0	2	350	307
Session Total	115	17	1	2	0	0	5	140	140	1626	311	51	167	0	0	20	2407	2175

To C									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	4	2	0	0	0	0	0	6.0	6
2	8	2	1	0	0	0	0	11.5	11
4	12	4	1	0	0	0	0	18	17
5	3	5	0	0	0	0	0	8.0	8
4	8	4	0	0	0	0	0	12.0	12
3	11	1	0	0	0	0	0	12.0	12
9	8	6	0	0	0	0	0	14.0	14
21	30	16	0	0	0	0	0	46	46
7	9	3	0	0	0	0	0	12.0	12
6	5	1	1	0	0	0	0	7.5	7
8	7	5	0	0	0	0	1	12.4	13
8	6	0	1	0	0	0	0	7.5	7
29	27	9	2	0	0	0	1	39	39
3	7	1	0	0	1	0	0	10.0	9
4	5	2	0	0	0	0	0	7.0	7
7	12	3	0	0	1	0	0	17	16
61	81	32	3	0	1	0	1	120	118
7	7	1	0	0	0	0	0	8.0	8
9	6	0	0	0	0	0	0	6.0	6
16	13	1	0	0	0	0	0	14	14
5	12	2	0	0	0	0	0	14.0	14
13	13	1	1	1	0	0	0	17.8	16
14	13	2	0	0	0	0	0	15.0	15
13	7	1	0	0	0	0	2	8.8	10
45	45	6	1	1	0	0	2	56	55
8	11	1	0	0	0	0	1	12.4	13
4	10	1	0	0	0	0	2	11.8	13
7	5	1	0	1	0	0	0	8.3	7
8	14	3	0	0	0	0	0	17.0	17
27	40	6	0	1	0	0	3	49	50
5	10	4	0	0	0	0	0	14.0	14
3	7	0	0	0	0	0	0	7.0	7
8	17	4	0	0	0	0	0	21	21
96	115	17	1	2	0	0	5	140	140



Tendring District, Essex - Queue Length Survey: Friday, 05 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Survey Period	A - (North) A120		B - (South) A120		C - Bentley Road
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	MAX	MAX	MAX	MAX	MAX
06:30 - 06:45	0	0	0	0	1
06:45 - 07:00	0	0	0	0	0
07:00 - 07:15	0	0	0	0	1
07:15 - 07:30	0	0	0	0	1
07:30 - 07:45	0	0	0	0	3
07:45 - 08:00	0	0	0	0	1
08:00 - 08:15	0	0	0	0	1
08:15 - 08:30	0	0	0	0	2
08:30 - 08:45	0	0	0	0	1
08:45 - 09:00	0	0	0	0	2
09:00 - 09:15	0	0	0	0	0
09:15 - 09:30	0	0	0	0	1
15:30 - 15:45	0	0	0	0	1
15:45 - 16:00	0	0	0	0	3
16:00 - 16:15	0	0	0	0	3
16:15 - 16:30	0	0	0	0	2
16:30 - 16:45	0	0	0	0	6
16:45 - 17:00	0	0	0	0	3
17:00 - 17:15	0	0	0	0	2
17:15 - 17:30	0	0	0	0	1
17:30 - 17:45	0	0	0	0	1
17:45 - 18:00	0	0	0	0	4
18:00 - 18:15	0	0	0	0	1
18:15 - 18:30	0	0	0	0	1

To A									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	36	13	2	3	1	0	1	61.3	56
0	55	13	5	6	1	0	1	91.7	81
0	91	26	7	9	2	0	2	154	137
0	43	24	5	6	0	0	0	88.3	78
0	74	23	11	7	1	0	1	132.0	117
0	90	27	8	8	1	0	0	149.4	134
0	63	24	9	10	0	0	3	124.7	109
0	270	98	33	31	2	0	4	495	438
0	59	18	7	4	1	0	2	99.5	91
0	69	22	6	7	0	1	1	116.7	106
0	64	20	8	8	0	0	0	114.4	100
0	54	25	6	4	1	0	0	99.2	90
0	246	85	27	23	2	1	3	430	387
0	43	23	7	5	0	1	0	88.2	79
0	45	19	5	3	0	0	0	78.4	72
0	88	42	12	8	0	1	0	166	151
0	695	251	79	71	6	2	9	1245	1113
0	84	27	4	13	0	0	5	148.9	133
0	116	23	3	15	1	2	0	180.4	160
0	200	50	7	28	1	2	5	329	293
0	124	25	5	17	0	0	3	196.8	174
0	122	33	7	17	0	1	2	205.6	182
0	153	34	9	7	1	0	5	220.6	209
0	171	34	3	18	0	0	4	252.5	230
0	570	126	24	59	1	1	14	876	795
0	182	46	2	17	0	0	0	270.1	247
0	212	35	6	9	0	0	2	277.5	264
0	174	21	4	20	0	0	1	247.4	220
0	159	36	0	18	0	0	1	236.8	214
0	727	138	12	64	0	0	4	1032	945
0	157	19	0	14	0	0	2	209.0	192
0	126	21	3	14	0	0	3	184.9	167
0	283	40	3	28	0	0	5	394	359
0	1780	354	46	179	2	3	28	2631	2392



Tendring District, Essex - Manual Traffic Survey: Monday, 08 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Approach: B - (South) A120

TIME	B to C									B to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	6	1	0	0	0	0	1	7.4	8	34	13	2	3	1	0	1	59.3	54
06:45 - 07:00	7	0	1	0	0	0	0	8.5	8	51	13	5	6	1	0	1	87.7	77
Hourly Total	13	1	1	0	0	0	1	16	16	85	26	7	9	2	0	2	148	131
07:00 - 07:15	9	4	0	0	0	0	0	13.0	13	40	23	5	6	0	0	0	84.3	74
07:15 - 07:30	7	3	0	0	0	0	0	10.0	10	73	22	11	7	1	0	1	130.0	115
07:30 - 07:45	11	3	0	0	0	0	1	14.4	15	82	27	8	7	0	0	0	137.1	124
07:45 - 08:00	12	3	1	0	0	0	0	16.5	16	60	24	8	10	0	0	3	120.2	105
Hourly Total	39	13	1	0	0	0	1	54	54	255	96	32	30	1	0	4	472	418
08:00 - 08:15	14	1	1	0	0	0	0	16.5	16	54	18	7	4	1	0	2	94.5	86
08:15 - 08:30	10	2	0	0	0	0	0	12.0	12	67	22	6	7	0	0	1	114.5	103
08:30 - 08:45	12	2	0	0	0	0	0	14.0	14	60	18	8	8	0	0	0	108.4	94
08:45 - 09:00	7	6	2	0	0	0	1	16.4	16	50	22	6	4	1	0	0	92.2	83
Hourly Total	43	11	3	0	0	0	1	59	58	231	80	27	23	2	0	3	410	366
09:00 - 09:15	3	1	0	0	1	0	0	6.0	5	41	21	7	5	0	0	0	84.0	74
09:15 - 09:30	6	0	0	0	0	0	0	6.0	6	43	19	4	3	0	0	0	74.9	69
Hourly Total	9	1	0	0	1	0	0	12	11	84	40	11	8	0	0	0	159	143
Session Total	104	26	5	0	1	0	3	141	139	655	242	77	70	5	0	9	1189	1058
15:30 - 15:45	8	3	0	0	0	0	0	11.0	11	81	25	4	13	0	0	5	143.9	128
15:45 - 16:00	8	2	0	0	0	0	0	10.0	10	112	21	3	14	1	0	0	171.7	151
Hourly Total	16	5	0	0	0	0	0	21	21	193	46	7	27	1	0	5	316	279
16:00 - 16:15	7	3	0	0	0	0	0	10.0	10	120	24	5	17	0	0	3	191.8	169
16:15 - 16:30	10	4	1	0	0	0	0	15.5	15	118	31	7	17	0	0	2	199.4	175
16:30 - 16:45	9	2	0	0	0	0	0	11.0	11	147	32	8	7	0	0	5	209.1	199
16:45 - 17:00	13	4	0	0	0	0	0	17.0	17	164	31	3	18	0	0	2	241.7	218
Hourly Total	39	13	1	0	0	0	0	54	53	549	118	23	59	0	0	12	843	761
17:00 - 17:15	17	1	0	0	0	0	0	18.0	18	169	37	2	17	0	0	0	248.1	225
17:15 - 17:30	12	1	0	0	0	0	0	13.0	13	205	34	6	9	0	0	2	269.5	256
17:30 - 17:45	5	1	0	0	0	0	0	6.0	6	170	20	3	20	0	0	1	240.9	214
17:45 - 18:00	13	3	0	0	0	0	0	16.0	16	154	35	0	18	0	0	1	230.8	208
Hourly Total	47	6	0	0	0	0	0	53	53	698	126	11	64	0	0	4	990	903
18:00 - 18:15	10	2	0	0	0	0	0	12.0	12	150	19	0	14	0	0	2	202.0	185
18:15 - 18:30	11	0	0	0	1	0	0	13.0	12	121	20	3	14	0	0	2	178.5	160
Hourly Total	21	2	0	0	1	0	0	25	24	271	39	3	28	0	0	4	381	345
Session Total	123	26	1	0	1	0	0	153	151	1711	329	44	178	1	0	25	2530	2288

To C									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	6	1	0	0	0	0	1	7.4	8
4	7	0	1	0	0	0	0	8.5	8
6	13	1	1	0	0	0	1	16	16
4	9	4	0	0	0	0	0	13.0	13
2	7	3	0	0	0	0	0	10.0	10
10	11	3	0	0	0	0	1	14.4	15
4	12	3	1	0	0	0	0	16.5	16
20	39	13	1	0	0	0	1	54	54
5	14	1	1	0	0	0	0	16.5	16
3	10	2	0	0	0	0	0	12.0	12
6	12	2	0	0	0	0	0	14.0	14
7	7	6	2	0	0	0	1	16.4	16
21	43	11	3	0	0	0	1	59	58
5	3	1	0	0	1	0	0	6.0	5
3	6	0	0	0	0	0	0	6.0	6
8	9	1	0	0	1	0	0	12	11
55	104	26	5	0	1	0	3	141	139
5	8	3	0	0	0	0	0	11.0	11
9	8	2	0	0	0	0	0	10.0	10
14	16	5	0	0	0	0	0	21	21
5	7	3	0	0	0	0	0	10.0	10
7	10	4	1	0	0	0	0	15.5	15
10	9	2	0	0	0	0	0	11.0	11
12	13	4	0	0	0	0	0	17.0	17
34	39	13	1	0	0	0	0	54	53
22	17	1	0	0	0	0	0	18.0	18
8	12	1	0	0	0	0	0	13.0	13
6	5	1	0	0	0	0	0	6.0	6
6	13	3	0	0	0	0	0	16.0	16
42	47	6	0	0	0	0	0	53	53
7	10	2	0	0	0	0	0	12.0	12
7	11	0	0	0	1	0	0	13.0	12
14	21	2	0	0	1	0	0	25	24
104	123	26	1	0	1	0	0	153	151



Tendring District, Essex - Queue Length Survey: Monday, 08 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Survey Period	A - (North) A120		B - (South) A120		C - Bentley Road
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	MAX	MAX	MAX	MAX	MAX
06:30 - 06:45	0	0	0	0	0
06:45 - 07:00	0	0	0	0	1
07:00 - 07:15	0	0	0	0	0
07:15 - 07:30	0	0	0	0	1
07:30 - 07:45	0	0	0	0	2
07:45 - 08:00	0	0	0	0	1
08:00 - 08:15	0	0	0	0	1
08:15 - 08:30	0	0	0	0	1
08:30 - 08:45	0	0	0	0	1
08:45 - 09:00	0	0	0	0	1
09:00 - 09:15	0	0	0	0	1
09:15 - 09:30	0	0	0	0	1
15:30 - 15:45	0	0	0	0	1
15:45 - 16:00	0	0	0	0	3
16:00 - 16:15	0	0	0	0	1
16:15 - 16:30	0	0	0	0	1
16:30 - 16:45	0	0	0	0	3
16:45 - 17:00	0	0	0	0	1
17:00 - 17:15	0	0	0	0	5
17:15 - 17:30	0	0	0	0	1
17:30 - 17:45	0	0	0	0	2
17:45 - 18:00	0	0	0	0	2
18:00 - 18:15	0	0	0	0	2
18:15 - 18:30	0	0	0	0	2



Tendring District, Essex - Queue Length Survey: Tuesday, 20 September 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Survey Period	A - (North) A120		B - (South) A120		C - Bentley Road
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	MAX	MAX	MAX	MAX	MAX
06:30 - 06:35	0	0	0	0	2
06:35 - 06:40	0	0	0	0	0
06:40 - 06:45	0	0	0	0	1
06:45 - 06:50	0	0	0	0	0
06:50 - 06:55	0	0	0	0	0
06:55 - 07:00	0	0	0	0	0
07:00 - 07:05	0	0	0	0	0
07:05 - 07:10	0	0	0	0	1
07:10 - 07:15	0	0	0	0	0
07:15 - 07:20	0	0	0	0	1
07:20 - 07:25	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0
07:35 - 07:40	0	0	0	0	5
07:40 - 07:45	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0
07:50 - 07:55	0	0	0	0	1
07:55 - 08:00	0	0	0	0	0
08:00 - 08:05	0	0	0	0	2
08:05 - 08:10	0	0	0	0	0
08:10 - 08:15	0	0	0	0	1
08:15 - 08:20	0	0	0	0	1
08:20 - 08:25	0	0	0	0	0
08:25 - 08:30	0	0	0	0	0
08:30 - 08:35	0	0	0	0	1
08:35 - 08:40	0	0	0	0	1
08:40 - 08:45	0	0	0	0	3
08:45 - 08:50	0	0	0	0	0
08:50 - 08:55	0	0	0	0	2
08:55 - 09:00	0	0	0	0	2
09:00 - 09:05	0	0	0	0	1
09:05 - 09:10	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0
09:25 - 09:30	0	0	0	0	1
15:30 - 15:35	0	0	0	0	1
15:35 - 15:40	0	0	0	0	1
15:40 - 15:45	0	0	0	0	2
15:45 - 15:50	0	0	0	0	4
15:50 - 15:55	0	0	0	0	1
15:55 - 16:00	0	0	0	0	2
16:00 - 16:05	0	0	0	0	1
16:05 - 16:10	0	0	0	0	2
16:10 - 16:15	0	0	0	0	1
16:15 - 16:20	0	0	0	0	1
16:20 - 16:25	0	0	0	0	1
16:25 - 16:30	0	0	0	0	1
16:30 - 16:35	0	0	0	0	1
16:35 - 16:40	0	0	0	0	2
16:40 - 16:45	0	0	0	0	3
16:45 - 16:50	0	0	0	0	2
16:50 - 16:55	0	0	0	0	1
16:55 - 17:00	0	0	0	0	2
17:00 - 17:05	0	0	0	0	0
17:05 - 17:10	0	0	0	0	1
17:10 - 17:15	0	0	0	0	1
17:15 - 17:20	0	0	0	0	3
17:20 - 17:25	0	0	0	0	1
17:25 - 17:30	0	0	0	0	1
17:30 - 17:35	0	0	0	0	0
17:35 - 17:40	0	0	0	0	1
17:40 - 17:45	0	0	0	0	1
17:45 - 17:50	0	0	0	0	1
17:50 - 17:55	0	0	0	0	1
17:55 - 18:00	0	0	0	0	1
18:00 - 18:05	0	0	0	0	4
18:05 - 18:10	0	0	0	0	3
18:10 - 18:15	0	0	0	0	1
18:15 - 18:20	0	0	0	0	1
18:20 - 18:25	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0



Tendring District, Essex - Manual Traffic Survey: Saturday, 06

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Approach: A - (North) A120

					A1
TIME	CAR	LGV	OGV1	OGV2	
06:30 - 06:45	0	0	0	0	
06:45 - 07:00	0	0	0	0	
Hourly Total	0	0	0	0	
07:00 - 07:15	0	0	0	0	
07:15 - 07:30	0	0	0	0	
07:30 - 07:45	0	0	0	0	
07:45 - 08:00	0	0	0	0	
Hourly Total	0	0	0	0	
08:00 - 08:15	0	0	0	0	
08:15 - 08:30	0	0	0	0	
08:30 - 08:45	0	0	0	0	
08:45 - 09:00	0	0	0	0	
Hourly Total	0	0	0	0	
09:00 - 09:15	0	0	0	0	
09:15 - 09:30	0	0	0	0	
Hourly Total	0	0	0	0	
Session Total	0	0	0	0	
15:30 - 15:45	0	0	0	0	
15:45 - 16:00	0	0	0	0	
Hourly Total	0	0	0	0	
16:00 - 16:15	0	0	0	0	

16:15 - 16:30	0	0	0	0
16:30 - 16:45	0	0	0	0
16:45 - 17:00	0	0	0	0
Hourly Total	0	0	0	0
17:00 - 17:15	0	0	0	0
17:15 - 17:30	0	0	0	0
17:30 - 17:45	0	0	0	0
17:45 - 18:00	0	0	0	0
Hourly Total	0	0	0	0
18:00 - 18:15	0	0	0	0
18:15 - 18:30	0	0	0	0
Hourly Total	0	0	0	0

Session Total	0	0	0	0
----------------------	----------	----------	----------	----------

August 2022

to B					
BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0	0	0
0	0	0	0.0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0	0	0
0	0	0	0.0	0	0

0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0	0	0
0	0	0	0.0	0	0
0	0	0	0.0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
---	---	---	---	---	---

A to C

LGV	OGV1	OGV2	BUS	P/CYCLE
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
----------	----------	----------	----------	----------

0	0.0	0	0	0	0
0	0.0	0	0	0	0
0	0.0	0	0	0	0
0	0	0	0	0	0
0	0.0	0	0	0	0
0	0.0	0	0	0	0
0	0.0	0	0	0	0
0	0.0	0	0	0	0
0	0.0	0	0	0	0
0	0	0	0	0	0
0	0.0	0	0	0	0
0	0.0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
---	---	---	---	---	---

0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0	0

0	0	0	0	0	0
---	---	---	---	---	---

TIME	CAR	LGV	OGV1
06:30 - 06:45	0	0	0
06:45 - 07:00	0	0	0
Hourly Total	0	0	0
07:00 - 07:15	0	0	0
07:15 - 07:30	0	0	0
07:30 - 07:45	0	0	0
07:45 - 08:00	0	0	0
Hourly Total	0	0	0
08:00 - 08:15	0	0	0
08:15 - 08:30	0	0	0
08:30 - 08:45	0	0	0
08:45 - 09:00	0	0	0
Hourly Total	0	0	0
09:00 - 09:15	0	0	0
09:15 - 09:30	0	0	0
Hourly Total	0	0	0
Session Total	0	0	0
15:30 - 15:45	0	0	0
15:45 - 16:00	0	0	0
Hourly Total	0	0	0
16:00 - 16:15	0	0	0

16:15 - 16:30	0	0	0
16:30 - 16:45	0	0	0
16:45 - 17:00	0	0	0
Hourly Total	0	0	0
17:00 - 17:15	0	0	0
17:15 - 17:30	0	0	0
17:30 - 17:45	0	0	0
17:45 - 18:00	0	0	0
Hourly Total	0	0	0
18:00 - 18:15	0	0	0
18:15 - 18:30	0	0	0
Hourly Total	0	0	0

Session Total	0	0	0
----------------------	----------	----------	----------

From A

OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0	0
0	0	0	0	0.0	0

0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0	0
0	0	0	0	0.0	0
0	0	0	0	0.0	0
0	0	0	0	0	0

0	0	0	0	0	0
---	---	---	---	---	---

To A				
CAR	LGV	OGV1	OGV2	BUS
29	6	0	8	0
35	12	2	7	0
64	18	2	15	0
50	9	2	6	0
56	10	2	12	0
43	15	2	4	2
36	8	1	4	0
185	42	7	26	2
21	10	2	7	0
41	7	5	1	0
42	5	2	5	0
43	8	2	4	0
147	30	11	17	0
54	9	2	6	0
41	12	3	6	0
95	21	5	12	0
491	111	25	70	2
100	7	2	6	0
102	5	0	7	0
202	12	2	13	0
81	10	1	1	0

107	8	2	7	0
93	6	0	8	1
106	9	0	2	0
387	33	3	18	1
104	8	0	4	0
115	6	3	5	0
104	6	1	4	0
75	4	0	2	0
398	24	4	15	0
85	6	1	3	1
90	7	1	3	0
175	13	2	6	1
1162	82	11	52	2

P/CYCLE	M/CYCLE	PCU	TOTAL
0	2	54.2	45
0	0	66.1	56
0	2	121	101
0	0	75.8	67
0	2	97.4	82
0	1	74.6	67
0	1	55.1	50
0	4	304	266
0	0	50.1	40
4	0	58.6	58
0	2	62.3	56
0	1	63.6	58
4	3	235	212
0	0	79.8	71
1	0	71.5	63
1	0	152	134

5	9	812	713
----------	----------	------------	------------

0	5	125.8	120
0	6	125.5	120
0	11	251	240
0	7	97.6	100

0	2	134.9	126
0	5	121.4	113
0	1	120.0	118
0	15	474	457
0	5	123.2	121
0	5	139.0	134
0	3	121.9	118
0	1	84.0	82
0	14	469	455
0	0	101.4	96
0	1	105.8	102
0	1	207	198

0	41	1401	1350
----------	-----------	-------------	-------------



Tendring District, Essex - Manual Traffic Survey: Saturday, 06 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Approach: B - (South) A120

TIME	B to C									B to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	2	0	0	0	0	0	0	2.0	2	29	6	0	8	0	0	2	54.2	45
06:45 - 07:00	1	0	0	0	0	0	0	1.0	1	35	12	2	7	0	0	0	66.1	56
Hourly Total	3	0	0	0	0	0	0	3	3	64	18	2	15	0	0	2	121	101
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	49	9	2	6	0	0	0	74.8	66
07:15 - 07:30	0	1	0	1	0	0	0	3.3	2	55	9	2	12	0	0	2	95.4	80
07:30 - 07:45	1	0	1	0	0	0	1	2.9	3	41	14	2	4	1	0	1	69.6	63
07:45 - 08:00	5	0	0	0	0	0	1	5.4	6	34	8	1	4	0	0	1	53.1	48
Hourly Total	6	1	1	1	0	0	2	12	11	179	40	7	26	1	0	4	294	257
08:00 - 08:15	4	2	0	0	0	0	0	6.0	6	20	10	2	7	0	0	0	49.1	39
08:15 - 08:30	5	1	0	0	0	0	0	6.0	6	34	7	4	1	0	0	0	49.3	46
08:30 - 08:45	6	0	0	0	0	0	1	6.4	7	36	4	2	5	0	0	2	55.3	49
08:45 - 09:00	3	0	0	0	0	0	0	3.0	3	42	7	2	4	0	0	1	61.6	56
Hourly Total	18	3	0	0	0	0	1	21	22	132	28	10	17	0	0	3	215	190
09:00 - 09:15	3	1	1	0	0	0	0	5.5	5	49	8	2	4	0	0	0	69.2	63
09:15 - 09:30	7	0	1	0	1	0	0	10.5	9	36	12	2	6	0	0	0	64.8	56
Hourly Total	10	1	2	0	1	0	0	16	14	85	20	4	10	0	0	0	134	119
Session Total	37	5	3	1	1	0	3	52	50	460	106	23	68	1	0	9	764	667
15:30 - 15:45	9	0	0	0	0	0	0	9.0	9	97	7	2	6	0	0	5	122.8	117
15:45 - 16:00	6	0	0	0	0	0	1	6.4	7	95	4	0	7	0	0	4	116.7	110
Hourly Total	15	0	0	0	0	0	1	15	16	192	11	2	13	0	0	9	240	227
16:00 - 16:15	5	2	0	0	0	0	0	7.0	7	79	10	1	1	0	0	7	95.6	98
16:15 - 16:30	8	0	0	0	0	0	0	8.0	8	103	8	2	7	0	0	2	130.9	122
16:30 - 16:45	2	0	0	0	0	0	0	2.0	2	92	6	0	8	0	0	5	118.4	111
16:45 - 17:00	7	0	0	0	0	0	0	7.0	7	100	9	0	2	0	0	1	114.0	112
Hourly Total	22	2	0	0	0	0	0	24	24	374	33	3	18	0	0	15	459	443
17:00 - 17:15	8	0	0	0	0	0	0	8.0	8	101	7	0	4	0	0	4	118.8	116
17:15 - 17:30	13	0	0	0	0	0	0	13.0	13	109	6	3	5	0	0	3	132.2	126
17:30 - 17:45	7	0	0	0	0	0	1	7.4	8	99	5	1	4	0	0	3	115.9	112
17:45 - 18:00	6	1	0	0	0	0	0	7.0	7	73	4	0	2	0	0	1	82.0	80
Hourly Total	34	1	0	0	0	0	1	35	36	382	22	4	15	0	0	11	449	434
18:00 - 18:15	9	1	0	0	0	0	0	10.0	10	79	4	0	3	1	0	0	91.9	87
18:15 - 18:30	6	0	0	0	1	0	1	8.4	8	89	7	1	3	0	0	1	104.8	101
Hourly Total	15	1	0	0	1	0	1	18	18	168	11	1	6	1	0	1	197	188
Session Total	86	4	0	0	1	0	3	92	94	1116	77	10	52	1	0	36	1345	1292

To C									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	2	0	0	0	0	0	0	2.0	2
0	1	0	0	0	0	0	0	1.0	1
0	3	0	0	0	0	0	0	3	3
1	0	0	0	0	0	0	0	0.0	0
2	0	1	0	1	0	0	0	3.3	2
4	1	0	1	0	0	0	1	2.9	3
2	5	0	0	0	0	0	1	5.4	6
9	6	1	1	1	0	0	2	12	11
1	4	2	0	0	0	0	0	6.0	6
12	5	1	0	0	0	0	0	6.0	6
7	6	0	0	0	0	0	1	6.4	7
2	3	0	0	0	0	0	0	3.0	3
22	18	3	0	0	0	0	1	21	22
8	3	1	1	0	0	0	0	5.5	5
7	7	0	1	0	1	0	0	10.5	9
15	10	1	2	0	1	0	0	16	14
46	37	5	3	1	1	0	3	52	50
3	9	0	0	0	0	0	0	9.0	9
10	6	0	0	0	0	0	1	6.4	7
13	15	0	0	0	0	0	1	15	16
2	5	2	0	0	0	0	0	7.0	7
4	8	0	0	0	0	0	0	8.0	8
2	2	0	0	0	0	0	0	2.0	2
6	7	0	0	0	0	0	0	7.0	7
14	22	2	0	0	0	0	0	24	24
5	8	0	0	0	0	0	0	8.0	8
8	13	0	0	0	0	0	0	13.0	13
6	7	0	0	0	0	0	1	7.4	8
2	6	1	0	0	0	0	0	7.0	7
21	34	1	0	0	0	0	1	35	36
9	9	1	0	0	0	0	0	10.0	10
1	6	0	0	0	1	0	1	8.4	8
10	15	1	0	0	1	0	1	18	18
58	86	4	0	0	1	0	3	92	94



Tendring District, Essex - Queue Length Survey: Saturday, 06 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Survey Period	A - (North) A120		B - (South) A120		C - Bentley Road
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	MAX	MAX	MAX	MAX	MAX
06:30 - 06:45	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0
08:00 - 08:15	0	0	0	0	1
08:15 - 08:30	0	0	0	0	0
08:30 - 08:45	0	0	0	0	1
08:45 - 09:00	0	0	0	0	0
09:00 - 09:15	0	0	0	0	1
09:15 - 09:30	0	0	0	0	2
15:30 - 15:45	0	0	0	0	0
15:45 - 16:00	0	0	0	0	1
16:00 - 16:15	0	0	0	0	1
16:15 - 16:30	0	0	0	0	1
16:30 - 16:45	0	0	0	0	1
16:45 - 17:00	0	0	0	0	1
17:00 - 17:15	0	0	0	0	1
17:15 - 17:30	0	0	0	0	1
17:30 - 17:45	0	0	0	0	1
17:45 - 18:00	0	0	0	0	0
18:00 - 18:15	0	0	0	0	2
18:15 - 18:30	0	0	0	0	1

To A									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	27	2	0	7	0	1	0	45.3	37
0	34	4	3	3	0	0	0	49.4	44
0	61	6	3	10	0	1	0	95	81
0	41	2	4	2	0	0	0	53.6	49
0	55	5	2	5	1	0	1	76.9	69
0	46	3	2	2	0	0	2	57.4	55
0	28	9	2	1	0	0	0	42.3	40
0	170	19	10	10	1	0	3	230	213
0	22	4	1	4	0	0	0	36.7	31
0	20	7	1	4	0	1	0	37.9	33
0	28	8	3	1	0	0	0	42.8	40
0	24	3	1	1	0	0	0	30.8	29
0	94	22	6	10	0	1	0	148	133
0	44	3	3	1	0	0	0	53.8	51
0	55	8	1	1	0	0	2	67.6	67
0	99	11	4	2	0	0	2	122	118
0	424	58	23	32	1	2	5	595	545
0	85	5	0	6	0	0	3	105.0	99
0	96	6	1	1	0	0	1	106.2	105
0	181	11	1	7	0	0	4	212	204
0	97	8	0	4	0	0	0	114.2	109
0	108	7	0	4	0	0	0	124.2	119
0	79	6	1	3	0	0	4	95.0	93
0	110	8	1	3	0	1	2	127.4	125
0	394	29	2	14	0	1	6	460	446
0	73	2	2	2	0	1	2	83.6	82
0	97	6	2	5	0	0	4	119.1	114
0	77	3	2	3	0	0	3	91.1	88
0	88	4	1	10	0	0	2	117.3	105
0	335	15	7	20	0	1	11	411	389
0	84	4	1	2	0	0	3	95.3	94
0	64	2	1	5	0	0	0	79.0	72
0	148	6	2	7	0	0	3	174	166
0	1058	61	12	48	0	2	24	1257	1205



Tendring District, Essex - Manual Traffic Survey: Sunday, 07 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Approach: B - (South) A120

TIME	B to C									B to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	0	0	0	0	0	0	0	0.0	0	27	2	0	7	0	0	0	45.1	36
06:45 - 07:00	0	0	0	0	0	0	0	0.0	0	33	4	3	3	0	0	0	48.4	43
Hourly Total	0	0	0	0	0	0	0	0	0	60	6	3	10	0	0	0	94	79
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1	40	2	4	2	0	0	0	52.6	48
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1	55	5	2	5	1	0	1	76.9	69
07:30 - 07:45	3	1	1	0	0	0	0	5.5	5	46	3	2	2	0	0	2	57.4	55
07:45 - 08:00	0	0	0	0	0	0	2	0.8	2	28	8	2	1	0	0	0	41.3	39
Hourly Total	5	1	1	0	0	0	2	9	9	169	18	10	10	1	0	3	228	211
08:00 - 08:15	3	0	0	0	0	0	0	3.0	3	21	4	1	4	0	0	0	35.7	30
08:15 - 08:30	3	0	0	0	0	0	0	3.0	3	17	6	1	4	0	0	0	33.7	28
08:30 - 08:45	4	0	0	0	0	0	0	4.0	4	27	7	2	1	0	0	0	39.3	37
08:45 - 09:00	4	0	0	0	0	0	0	4.0	4	23	3	1	1	0	0	0	29.8	28
Hourly Total	14	0	0	0	0	0	0	14	14	88	20	5	10	0	0	0	139	123
09:00 - 09:15	4	1	1	1	0	0	0	8.8	7	39	3	3	1	0	0	0	48.8	46
09:15 - 09:30	7	1	0	0	0	0	0	8.0	8	52	7	1	1	0	0	2	63.6	63
Hourly Total	11	2	1	1	0	0	0	17	15	91	10	4	2	0	0	2	113	109
Session Total	30	3	2	1	0	0	2	40	38	408	54	22	32	1	0	5	574	522
15:30 - 15:45	4	1	0	0	0	0	0	5.0	5	82	5	0	6	0	0	3	102.0	96
15:45 - 16:00	8	1	0	0	0	0	0	9.0	9	93	6	1	1	0	0	0	102.8	101
Hourly Total	12	2	0	0	0	0	0	14	14	175	11	1	7	0	0	3	205	197
16:00 - 16:15	10	0	0	0	0	0	0	10.0	10	96	8	0	4	0	0	0	113.2	108
16:15 - 16:30	6	0	0	0	0	0	0	6.0	6	104	7	0	4	0	0	0	120.2	115
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1	75	5	1	3	0	0	4	90.0	88
16:45 - 17:00	7	0	0	0	0	0	1	7.4	8	104	8	1	3	0	0	2	121.2	118
Hourly Total	24	0	0	0	0	0	1	24	25	379	28	2	14	0	0	6	444	429
17:00 - 17:15	9	0	0	0	0	0	0	9.0	9	70	2	2	2	0	0	2	80.4	78
17:15 - 17:30	9	0	0	0	0	0	0	9.0	9	95	6	2	5	0	0	4	117.1	112
17:30 - 17:45	7	0	0	0	0	0	0	7.0	7	75	3	2	3	0	0	2	88.7	85
17:45 - 18:00	4	0	0	0	0	0	0	4.0	4	85	4	1	10	0	0	2	114.3	102
Hourly Total	29	0	0	0	0	0	0	29	29	325	15	7	20	0	0	10	401	377
18:00 - 18:15	6	0	0	0	0	0	0	6.0	6	82	4	1	2	0	0	3	93.3	92
18:15 - 18:30	4	0	0	1	0	0	0	6.3	5	63	2	1	5	0	0	0	78.0	71
Hourly Total	10	0	0	1	0	0	0	12	11	145	6	2	7	0	0	3	171	163
Session Total	75	2	0	1	0	0	1	79	79	1024	60	12	48	0	0	22	1221	1166

To C									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	1.0	1
0	1	0	0	0	0	0	0	1.0	1
0	3	1	1	0	0	0	0	5.5	5
1	0	0	0	0	0	0	2	0.8	2
2	5	1	1	0	0	0	2	9	9
1	3	0	0	0	0	0	0	3.0	3
5	3	0	0	0	0	0	0	3.0	3
3	4	0	0	0	0	0	0	4.0	4
1	4	0	0	0	0	0	0	4.0	4
10	14	0	0	0	0	0	0	14	14
5	4	1	1	1	0	0	0	8.8	7
4	7	1	0	0	0	0	0	8.0	8
9	11	2	1	1	0	0	0	17	15
23	30	3	2	1	0	0	2	40	38
3	4	1	0	0	0	0	0	5.0	5
4	8	1	0	0	0	0	0	9.0	9
7	12	2	0	0	0	0	0	14	14
1	10	0	0	0	0	0	0	10.0	10
4	6	0	0	0	0	0	0	6.0	6
5	1	0	0	0	0	0	0	1.0	1
7	7	0	0	0	0	0	1	7.4	8
17	24	0	0	0	0	0	1	24	25
4	9	0	0	0	0	0	0	9.0	9
2	9	0	0	0	0	0	0	9.0	9
3	7	0	0	0	0	0	0	7.0	7
3	4	0	0	0	0	0	0	4.0	4
12	29	0	0	0	0	0	0	29	29
2	6	0	0	0	0	0	0	6.0	6
1	4	0	0	1	0	0	0	6.3	5
3	10	0	0	1	0	0	0	12	11
39	75	2	0	1	0	0	1	79	79



Tendring District, Essex - Queue Length Survey: Sunday, 07 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Survey Period	A - (North) A120		B - (South) A120		C - Bentley Road
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	MAX	MAX	MAX	MAX	MAX
06:30 - 06:45	0	0	0	0	0
06:45 - 07:00	0	0	0	0	1
07:00 - 07:15	0	0	0	0	1
07:15 - 07:30	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0
07:45 - 08:00	0	0	0	0	1
08:00 - 08:15	0	0	0	0	0
08:15 - 08:30	0	0	0	0	1
08:30 - 08:45	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0
09:15 - 09:30	0	0	0	0	1
15:30 - 15:45	0	0	0	0	1
15:45 - 16:00	0	0	0	0	1
16:00 - 16:15	0	0	0	0	1
16:15 - 16:30	0	0	0	0	1
16:30 - 16:45	0	0	0	0	1
16:45 - 17:00	0	0	0	0	1
17:00 - 17:15	0	0	0	0	1
17:15 - 17:30	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0
17:45 - 18:00	0	0	0	0	1
18:00 - 18:15	0	0	0	0	1
18:15 - 18:30	0	0	0	0	0

To A									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	49	8	5	11	1	0	1	92.2	75
0	46	20	7	13	0	0	1	106.8	87
0	95	28	12	24	1	0	2	199	162
0	51	24	4	18	1	0	2	125.2	100
0	57	19	7	14	0	1	0	118.9	98
0	78	37	2	8	1	0	1	138.8	127
0	62	36	4	12	0	0	2	132.4	116
0	248	116	17	52	2	1	5	516	441
0	65	28	5	12	0	0	5	130.1	115
0	64	27	6	8	0	1	1	119.0	107
0	76	26	4	13	0	0	1	138.3	120
0	58	14	6	5	1	0	0	94.5	84
0	263	95	21	38	1	1	7	482	426
0	62	14	2	7	0	0	1	95.5	86
0	56	16	8	6	0	0	2	98.6	88
0	118	30	10	13	0	0	3	194	174
0	724	269	60	127	4	2	17	1391	1203
0	109	36	8	16	0	0	2	194.6	171
0	80	33	4	15	0	0	1	153.9	133
0	189	69	12	31	0	0	3	348	304
0	117	41	9	15	0	0	2	206.8	184
0	136	30	3	29	0	0	4	238.8	202
0	152	38	5	18	0	0	3	240.1	216
0	162	38	3	13	1	0	6	238.8	223
0	567	147	20	75	1	0	15	925	825
0	168	38	2	19	0	0	1	253.1	228
0	181	44	5	21	0	0	5	282.8	256
0	166	32	2	19	0	0	1	245.1	220
0	130	20	1	17	0	0	2	191.4	170
0	645	134	10	76	0	0	9	973	874
0	150	16	1	13	0	0	2	198.2	182
0	111	14	1	18	0	0	0	167.9	144
0	261	30	2	31	0	0	2	366	326
0	1662	380	44	213	1	0	29	2612	2329



Tendring District, Essex - Manual Traffic Survey: Thursday, 04 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Approach: B - (South) A120

TIME	B to C									B to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	5	0	0	0	0	0	3	6.2	8	47	8	5	11	1	0	1	90.2	73
06:45 - 07:00	6	2	0	1	0	0	0	10.3	9	45	20	7	13	0	0	1	105.8	86
Hourly Total	11	2	0	1	0	0	3	16	17	92	28	12	24	1	0	2	196	159
07:00 - 07:15	5	4	0	0	0	0	0	9.0	9	50	22	4	18	1	0	2	122.2	97
07:15 - 07:30	13	4	0	0	0	0	1	17.4	18	53	17	7	14	0	0	0	112.7	91
07:30 - 07:45	6	2	0	0	0	0	0	8.0	8	70	35	2	8	0	0	1	126.8	116
07:45 - 08:00	15	7	0	0	0	0	0	22.0	22	60	36	4	12	0	0	1	130.0	113
Hourly Total	39	17	0	0	0	0	1	56	57	233	110	17	52	1	0	4	493	417
08:00 - 08:15	14	2	2	0	0	0	0	19.0	18	60	27	5	12	0	0	5	124.1	109
08:15 - 08:30	7	2	1	0	0	0	0	10.5	10	60	26	6	8	0	0	1	113.8	101
08:30 - 08:45	11	3	0	1	0	0	0	16.3	15	71	25	4	13	0	0	1	132.3	114
08:45 - 09:00	8	2	0	0	0	0	0	10.0	10	55	12	5	5	1	0	0	88.0	78
Hourly Total	40	9	3	1	0	0	0	56	53	246	90	20	38	1	0	7	458	402
09:00 - 09:15	6	1	0	0	1	0	0	9.0	8	58	12	2	7	0	0	1	89.5	80
09:15 - 09:30	6	0	0	0	0	0	0	6.0	6	51	16	8	6	0	0	2	93.6	83
Hourly Total	12	1	0	0	1	0	0	15	14	109	28	10	13	0	0	3	183	163
Session Total	102	29	3	2	1	0	4	143	141	680	256	59	127	3	0	16	1330	1141
15:30 - 15:45	6	0	0	0	0	0	0	6.0	6	108	31	7	16	0	0	1	186.7	163
15:45 - 16:00	9	1	0	0	0	0	1	10.4	11	78	33	4	15	0	0	1	151.9	131
Hourly Total	15	1	0	0	0	0	1	16	17	186	64	11	31	0	0	2	339	294
16:00 - 16:15	6	7	1	0	0	0	0	14.5	14	108	39	9	15	0	0	1	195.4	172
16:15 - 16:30	14	4	1	0	0	0	2	20.3	21	130	28	3	29	0	0	3	230.4	193
16:30 - 16:45	10	3	0	0	0	0	0	13.0	13	141	35	4	18	0	0	2	224.2	200
16:45 - 17:00	8	1	0	0	0	0	0	9.0	9	155	35	3	13	0	0	5	226.4	211
Hourly Total	38	15	2	0	0	0	2	57	57	534	137	19	75	0	0	11	877	776
17:00 - 17:15	8	4	0	0	0	0	0	12.0	12	161	37	2	19	0	0	1	245.1	220
17:15 - 17:30	9	1	0	0	0	0	2	10.8	12	172	42	5	21	0	0	5	271.8	245
17:30 - 17:45	8	1	0	0	0	0	1	9.4	10	164	31	2	19	0	0	1	242.1	217
17:45 - 18:00	10	6	0	0	0	0	1	16.4	17	128	20	1	16	0	0	2	187.1	167
Hourly Total	35	12	0	0	0	0	4	49	51	625	130	10	75	0	0	9	947	849
18:00 - 18:15	4	0	0	0	0	0	2	4.8	6	146	15	1	13	0	0	2	193.2	177
18:15 - 18:30	11	1	0	0	1	0	0	14.0	13	107	14	1	18	0	0	0	163.9	140
Hourly Total	15	1	0	0	1	0	2	19	19	253	29	2	31	0	0	2	357	317
Session Total	103	29	2	0	1	0	9	141	144	1598	360	42	212	0	0	24	2520	2236

To C									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	5	0	0	0	0	0	3	6.2	8
1	6	2	0	1	0	0	0	10.3	9
3	11	2	0	1	0	0	3	16	17
3	5	4	0	0	0	0	0	9.0	9
7	13	4	0	0	0	0	1	17.4	18
11	6	2	0	0	0	0	0	8.0	8
3	15	7	0	0	0	0	0	22.0	22
24	39	17	0	0	0	0	1	56	57
6	14	2	2	0	0	0	0	19.0	18
6	7	2	1	0	0	0	0	10.5	10
6	11	3	0	1	0	0	0	16.3	15
6	8	2	0	0	0	0	0	10.0	10
24	40	9	3	1	0	0	0	56	53
6	6	1	0	0	1	0	0	9.0	8
5	6	0	0	0	0	0	0	6.0	6
11	12	1	0	0	1	0	0	15	14
62	102	29	3	2	1	0	4	143	141
8	6	0	0	0	0	0	0	6.0	6
2	9	1	0	0	0	0	1	10.4	11
10	15	1	0	0	0	0	1	16	17
12	6	7	1	0	0	0	0	14.5	14
9	14	4	1	0	0	0	2	20.3	21
16	10	3	0	0	0	0	0	13.0	13
12	8	1	0	0	0	0	0	9.0	9
49	38	15	2	0	0	0	2	57	57
8	8	4	0	0	0	0	0	12.0	12
11	9	1	0	0	0	0	2	10.8	12
3	8	1	0	0	0	0	1	9.4	10
3	10	6	0	0	0	0	1	16.4	17
25	35	12	0	0	0	0	4	49	51
5	4	0	0	0	0	0	2	4.8	6
4	11	1	0	0	1	0	0	14.0	13
9	15	1	0	0	1	0	2	19	19
93	103	29	2	0	1	0	9	141	144



Tendring District, Essex - Queue Length Survey: Thursday, 04 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Survey Period	A - (North) A120		B - (South) A120		C - Bentley Road
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	MAX	MAX	MAX	MAX	MAX
06:30 - 06:45	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0
07:00 - 07:15	0	0	0	0	1
07:15 - 07:30	0	0	0	0	1
07:30 - 07:45	0	0	0	0	2
07:45 - 08:00	0	0	0	0	1
08:00 - 08:15	0	0	0	0	1
08:15 - 08:30	0	0	0	0	1
08:30 - 08:45	0	0	0	0	1
08:45 - 09:00	0	0	0	0	1
09:00 - 09:15	0	0	0	0	0
09:15 - 09:30	0	0	0	0	1
15:30 - 15:45	0	0	0	0	3
15:45 - 16:00	0	0	0	0	1
16:00 - 16:15	0	0	0	0	3
16:15 - 16:30	0	0	0	0	1
16:30 - 16:45	0	0	0	0	1
16:45 - 17:00	0	0	0	0	2
17:00 - 17:15	0	0	0	0	2
17:15 - 17:30	0	0	0	0	3
17:30 - 17:45	0	0	0	0	2
17:45 - 18:00	0	0	0	0	3
18:00 - 18:15	0	0	0	0	1
18:15 - 18:30	0	0	0	0	1

To A									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	44	7	1	6	1	0	0	68.3	59
0	53	22	9	9	1	0	1	111.6	95
0	97	29	10	15	2	0	1	180	154
0	61	36	7	15	0	0	0	142.0	119
0	88	28	5	9	0	0	0	144.2	130
0	79	29	6	12	1	0	0	146.6	127
0	92	22	9	8	0	0	2	146.7	133
0	320	115	27	44	1	0	2	580	509
0	68	16	8	8	0	0	2	115.2	102
0	87	28	3	11	0	1	1	145.4	131
0	72	16	2	13	1	1	2	123.9	107
0	58	19	5	6	1	0	0	100.3	89
0	285	79	18	38	2	2	5	484	429
0	53	15	9	12	0	1	0	109.3	90
0	56	26	3	15	0	0	0	121.0	100
0	109	41	12	27	0	1	0	230	190
0	811	264	67	124	5	3	8	1474	1282
0	106	23	4	17	0	0	2	174.9	152
0	100	30	7	18	0	0	2	182.7	157
0	206	53	11	35	0	0	4	359	309
0	117	33	8	16	0	0	0	198.8	174
0	150	26	4	17	0	0	5	223.1	202
0	142	35	4	16	1	0	4	223.4	202
0	170	48	2	14	0	0	5	255.2	239
0	579	142	18	63	1	0	14	901	817
0	192	27	7	28	0	0	2	294.7	256
0	192	17	4	19	0	0	0	258.7	232
0	171	28	4	18	0	2	1	247.2	224
0	145	26	2	9	0	1	6	197.3	189
0	700	98	17	74	0	3	9	999	901
0	155	27	6	17	0	0	4	231.7	209
0	131	19	3	17	0	0	1	194.0	171
0	286	46	9	34	0	0	5	426	380
0	1771	339	55	206	1	3	32	2685	2407



Tendring District, Essex - Manual Traffic Survey: Tuesday, 09 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Approach: B - (South) A120

TIME	B to C									B to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	3	2	0	0	0	0	1	5.4	6	42	7	1	6	1	0	0	66.3	57
06:45 - 07:00	4	2	0	0	0	0	0	6.0	6	52	21	9	9	1	0	1	109.6	93
Hourly Total	7	4	0	0	0	0	1	11	12	94	28	10	15	2	0	1	176	150
07:00 - 07:15	13	3	0	0	0	0	0	16.0	16	55	35	7	15	0	0	0	135.0	112
07:15 - 07:30	9	2	0	0	0	0	0	11.0	11	83	26	5	9	0	0	0	137.2	123
07:30 - 07:45	13	4	1	0	0	0	0	18.5	18	72	29	6	11	0	0	0	135.3	118
07:45 - 08:00	10	3	0	0	0	0	0	13.0	13	87	22	8	8	0	0	2	140.2	127
Hourly Total	45	12	1	0	0	0	0	59	58	297	112	26	43	0	0	2	548	480
08:00 - 08:15	11	2	1	1	0	0	0	16.8	15	62	15	8	8	0	0	2	108.2	95
08:15 - 08:30	9	1	0	0	0	0	1	10.4	11	79	28	3	11	0	0	1	137.2	122
08:30 - 08:45	6	5	1	0	0	0	0	12.5	12	67	15	2	12	1	0	2	115.4	99
08:45 - 09:00	7	1	1	0	0	0	1	9.9	10	51	15	5	6	1	0	0	89.3	78
Hourly Total	33	9	3	1	0	0	2	50	48	259	73	18	37	2	0	5	450	394
09:00 - 09:15	9	6	0	0	1	0	0	17.0	16	49	14	9	12	0	0	0	104.1	84
09:15 - 09:30	6	2	2	0	0	0	0	11.0	10	52	24	3	15	0	0	0	115.0	94
Hourly Total	15	8	2	0	1	0	0	28	26	101	38	12	27	0	0	0	219	178
Session Total	100	33	6	1	1	0	3	148	144	751	251	66	122	4	0	8	1393	1202
15:30 - 15:45	8	3	0	2	0	0	0	15.6	13	100	22	4	17	0	0	2	167.9	145
15:45 - 16:00	8	0	1	0	0	0	0	9.5	9	96	28	6	17	0	0	2	172.9	149
Hourly Total	16	3	1	2	0	0	0	26	22	196	50	10	34	0	0	4	341	294
16:00 - 16:15	4	3	0	0	0	0	0	7.0	7	114	32	8	16	0	0	0	194.8	170
16:15 - 16:30	13	0	0	0	0	0	0	13.0	13	148	24	4	17	0	0	5	219.1	198
16:30 - 16:45	10	3	0	0	0	0	0	13.0	13	137	34	4	16	0	0	2	214.6	193
16:45 - 17:00	12	6	0	0	0	0	0	18.0	18	162	44	2	14	0	0	5	243.2	227
Hourly Total	39	12	0	0	0	0	0	51	51	561	134	18	63	0	0	12	872	788
17:00 - 17:15	13	2	0	0	0	0	1	15.4	16	187	25	7	28	0	0	2	287.7	249
17:15 - 17:30	12	3	0	1	0	0	1	17.7	17	188	17	3	19	0	0	0	253.2	227
17:30 - 17:45	9	1	0	0	0	0	0	10.0	10	169	27	4	17	0	0	1	241.5	218
17:45 - 18:00	11	1	0	0	0	0	0	12.0	12	140	26	2	9	0	1	5	191.9	183
Hourly Total	45	7	0	1	0	0	2	55	55	684	95	16	73	0	1	8	974	877
18:00 - 18:15	16	3	0	0	0	0	0	19.0	19	151	26	6	17	0	0	3	226.3	203
18:15 - 18:30	15	3	0	0	1	0	0	20.0	19	125	18	3	17	0	0	1	187.0	164
Hourly Total	31	6	0	0	1	0	0	39	38	276	44	9	34	0	0	4	414	367
Session Total	131	28	1	3	1	0	2	171	166	1717	323	53	204	0	1	28	2601	2326

To C									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	3	2	0	0	0	0	1	5.4	6
2	4	2	0	0	0	0	0	6.0	6
4	7	4	0	0	0	0	1	11	12
7	13	3	0	0	0	0	0	16.0	16
7	9	2	0	0	0	0	0	11.0	11
9	13	4	1	0	0	0	0	18.5	18
6	10	3	0	0	0	0	0	13.0	13
29	45	12	1	0	0	0	0	59	58
7	11	2	1	1	0	0	0	16.8	15
9	9	1	0	0	0	0	1	10.4	11
8	6	5	1	0	0	0	0	12.5	12
11	7	1	1	0	0	0	1	9.9	10
35	33	9	3	1	0	0	2	50	48
6	9	6	0	0	1	0	0	17.0	16
6	6	2	2	0	0	0	0	11.0	10
12	15	8	2	0	1	0	0	28	26
80	100	33	6	1	1	0	3	148	144
7	8	3	0	2	0	0	0	15.6	13
8	8	0	1	0	0	0	0	9.5	9
15	16	3	1	2	0	0	0	26	22
4	4	3	0	0	0	0	0	7.0	7
4	13	0	0	0	0	0	0	13.0	13
9	10	3	0	0	0	0	0	13.0	13
12	12	6	0	0	0	0	0	18.0	18
29	39	12	0	0	0	0	0	51	51
7	13	2	0	0	0	0	1	15.4	16
5	12	3	0	1	0	0	1	17.7	17
6	9	1	0	0	0	0	0	10.0	10
6	11	1	0	0	0	0	0	12.0	12
24	45	7	0	1	0	0	2	55	55
6	16	3	0	0	0	0	0	19.0	19
7	15	3	0	0	1	0	0	20.0	19
13	31	6	0	0	1	0	0	39	38
81	131	28	1	3	1	0	2	171	166



Tendring District, Essex - Queue Length Survey: Tuesday, 09 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Survey Period	A - (North) A120		B - (South) A120		C - Bentley Road
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	MAX	MAX	MAX	MAX	MAX
06:30 - 06:45	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0
07:00 - 07:15	0	0	0	0	1
07:15 - 07:30	0	0	0	0	1
07:30 - 07:45	0	0	0	0	2
07:45 - 08:00	0	0	0	0	2
08:00 - 08:15	0	0	0	0	1
08:15 - 08:30	0	0	0	0	1
08:30 - 08:45	0	0	0	0	2
08:45 - 09:00	0	0	0	0	1
09:00 - 09:15	0	0	0	0	1
09:15 - 09:30	0	0	0	0	1
15:30 - 15:45	0	0	0	0	1
15:45 - 16:00	0	0	0	0	2
16:00 - 16:15	0	0	0	0	2
16:15 - 16:30	0	0	0	0	1
16:30 - 16:45	0	0	0	0	2
16:45 - 17:00	0	0	0	0	2
17:00 - 17:15	0	0	0	0	1
17:15 - 17:30	0	0	0	0	1
17:30 - 17:45	0	0	0	0	1
17:45 - 18:00	0	0	0	0	1
18:00 - 18:15	0	0	0	0	1
18:15 - 18:30	0	0	0	0	1

To A									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	43	13	4	11	1	0	0	89.3	72
0	45	19	2	19	1	0	1	113.1	87
0	88	32	6	30	2	0	1	202	159
0	67	26	6	15	0	0	0	136.5	114
0	54	35	7	6	0	0	0	113.3	102
0	72	17	6	14	2	0	2	135.0	113
0	69	29	8	9	0	0	3	131.9	118
0	262	107	27	44	2	0	5	517	447
0	57	31	5	17	0	0	4	136.2	114
0	73	24	4	5	0	1	2	115.5	109
0	56	17	5	12	1	0	0	110.1	91
0	59	23	11	9	0	0	0	119.2	102
0	245	95	25	43	1	1	6	481	416
0	44	13	6	9	0	1	1	87.3	74
0	50	20	7	9	0	0	1	101.6	87
0	94	33	13	18	0	1	2	189	161
0	689	267	71	135	5	2	14	1389	1183
0	89	14	9	17	0	0	1	156.0	130
0	82	35	7	24	0	0	1	183.1	149
0	171	49	16	41	0	0	2	339	279
0	101	48	8	11	0	0	2	187.1	170
0	144	44	6	16	0	0	2	234.6	212
0	173	52	6	19	1	0	2	280.5	253
0	153	35	6	18	1	0	2	241.2	215
0	571	179	26	64	2	0	8	943	850
0	168	35	3	23	0	0	0	260.4	229
0	202	43	3	21	0	0	5	299.8	274
0	179	24	2	12	0	0	4	235.2	221
0	173	24	4	18	0	0	4	246.0	223
0	722	126	12	74	0	0	13	1041	947
0	147	18	1	19	0	0	6	212.6	191
0	145	25	0	14	0	0	3	203.4	187
0	292	43	1	33	0	0	9	417	378
0	1756	397	55	212	2	0	32	2740	2454



Tendring District, Essex - Manual Traffic Survey: Wednesday, 03 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Approach: B - (South) A120

TIME	B to C									B to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	2	1	0	0	0	0	1	3.4	4	41	13	3	11	1	0	0	85.8	69
06:45 - 07:00	7	2	0	0	0	0	0	9.0	9	42	19	2	19	1	0	1	110.1	84
Hourly Total	9	3	0	0	0	0	1	12	13	83	32	5	30	2	0	1	196	153
07:00 - 07:15	8	5	1	0	0	0	0	14.5	14	65	25	6	15	0	0	0	133.5	111
07:15 - 07:30	15	4	0	0	0	0	0	19.0	19	54	32	7	6	0	0	0	110.3	99
07:30 - 07:45	13	4	0	0	0	0	0	17.0	17	64	17	6	14	1	0	2	125.0	104
07:45 - 08:00	14	4	1	0	0	0	0	19.5	19	63	29	8	9	0	0	3	125.9	112
Hourly Total	50	17	2	0	0	0	0	70	69	246	103	27	44	1	0	5	495	426
08:00 - 08:15	15	3	0	0	0	0	0	18.0	18	53	30	5	17	0	0	4	131.2	109
08:15 - 08:30	10	2	0	0	0	0	0	12.0	12	69	23	4	5	0	0	2	110.3	103
08:30 - 08:45	6	2	0	0	0	1	0	8.2	9	50	17	5	12	1	0	0	104.1	85
08:45 - 09:00	9	2	0	0	0	0	0	11.0	11	57	22	10	9	0	0	0	114.7	98
Hourly Total	40	9	0	0	0	1	0	49	50	229	92	24	43	1	0	6	460	395
09:00 - 09:15	2	2	0	0	1	0	0	6.0	5	41	12	6	9	0	0	0	82.7	68
09:15 - 09:30	7	2	0	0	0	0	0	9.0	9	46	20	7	9	0	0	1	97.6	83
Hourly Total	9	4	0	0	1	0	0	15	14	87	32	13	18	0	0	1	180	151
Session Total	108	33	2	0	1	1	1	146	146	645	259	69	135	4	0	13	1331	1125
15:30 - 15:45	5	1	0	0	0	0	0	6.0	6	82	14	9	17	0	0	1	149.0	123
15:45 - 16:00	9	2	0	0	0	0	0	11.0	11	81	35	7	24	0	0	1	182.1	148
Hourly Total	14	3	0	0	0	0	0	17	17	163	49	16	41	0	0	2	331	271
16:00 - 16:15	6	2	0	0	0	0	0	8.0	8	94	47	8	11	0	0	2	179.1	162
16:15 - 16:30	10	3	1	0	0	0	0	14.5	14	140	43	6	16	0	0	1	229.2	206
16:30 - 16:45	11	4	0	0	0	0	0	15.0	15	159	48	5	19	0	0	2	259.0	233
16:45 - 17:00	10	3	0	0	0	0	0	13.0	13	150	31	5	18	1	0	2	232.7	207
Hourly Total	37	12	1	0	0	0	0	51	50	543	169	24	64	1	0	7	900	808
17:00 - 17:15	13	7	0	0	0	0	0	20.0	20	162	32	3	23	0	0	0	251.4	220
17:15 - 17:30	16	1	0	0	0	0	0	17.0	17	195	43	3	21	0	0	5	292.8	267
17:30 - 17:45	8	1	1	1	0	0	1	13.2	12	176	23	2	12	0	0	3	230.8	216
17:45 - 18:00	14	0	0	0	0	0	0	14.0	14	168	22	4	18	0	0	3	238.6	215
Hourly Total	51	9	1	1	0	0	1	64	63	701	120	12	74	0	0	11	1013	918
18:00 - 18:15	29	4	0	0	0	0	0	33.0	33	138	18	1	19	0	0	4	202.8	180
18:15 - 18:30	32	4	2	1	1	0	0	43.3	40	134	20	0	14	0	0	1	186.6	169
Hourly Total	61	8	2	1	1	0	0	76	73	272	38	1	33	0	0	5	390	349
Session Total	163	32	4	2	1	0	1	208	203	1679	376	53	212	1	0	25	2634	2346

To C									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
3	2	1	0	0	0	0	1	3.4	4
3	7	2	0	0	0	0	0	9.0	9
6	9	3	0	0	0	0	1	12	13
3	8	5	1	0	0	0	0	14.5	14
3	15	4	0	0	0	0	0	19.0	19
9	13	4	0	0	0	0	0	17.0	17
6	14	4	1	0	0	0	0	19.5	19
21	50	17	2	0	0	0	0	70	69
5	15	3	0	0	0	0	0	18.0	18
6	10	2	0	0	0	0	0	12.0	12
6	6	2	0	0	0	1	0	8.2	9
4	9	2	0	0	0	0	0	11.0	11
21	40	9	0	0	0	1	0	49	50
6	2	2	0	0	1	0	0	6.0	5
4	7	2	0	0	0	0	0	9.0	9
10	9	4	0	0	1	0	0	15	14
58	108	33	2	0	1	1	1	146	146
7	5	1	0	0	0	0	0	6.0	6
1	9	2	0	0	0	0	0	11.0	11
8	14	3	0	0	0	0	0	17	17
8	6	2	0	0	0	0	0	8.0	8
6	10	3	1	0	0	0	0	14.5	14
20	11	4	0	0	0	0	0	15.0	15
8	10	3	0	0	0	0	0	13.0	13
42	37	12	1	0	0	0	0	51	50
9	13	7	0	0	0	0	0	20.0	20
7	16	1	0	0	0	0	0	17.0	17
5	8	1	1	1	0	0	1	13.2	12
8	14	0	0	0	0	0	0	14.0	14
29	51	9	1	1	0	0	1	64	63
11	29	4	0	0	0	0	0	33.0	33
18	32	4	2	1	1	0	0	43.3	40
29	61	8	2	1	1	0	0	76	73
108	163	32	4	2	1	0	1	208	203



Tendring District, Essex - Queue Length Survey: Wednesday, 03 August 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Survey Period	A - (North) A120		B - (South) A120		C - Bentley Road
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	MAX	MAX	MAX	MAX	MAX
06:30 - 06:45	0	0	0	0	2
06:45 - 07:00	0	0	0	0	0
07:00 - 07:15	0	0	0	0	1
07:15 - 07:30	0	0	0	0	0
07:30 - 07:45	0	0	0	0	2
07:45 - 08:00	0	0	0	0	1
08:00 - 08:15	0	0	0	0	1
08:15 - 08:30	0	0	0	0	1
08:30 - 08:45	0	0	0	0	2
08:45 - 09:00	0	0	0	0	1
09:00 - 09:15	0	0	1	0	1
09:15 - 09:30	0	0	0	0	0
15:30 - 15:45	0	0	0	0	1
15:45 - 16:00	0	0	0	0	1
16:00 - 16:15	0	0	0	0	1
16:15 - 16:30	0	0	0	0	1
16:30 - 16:45	0	0	0	0	4
16:45 - 17:00	0	0	0	0	3
17:00 - 17:15	0	0	0	0	1
17:15 - 17:30	0	0	0	0	2
17:30 - 17:45	0	0	0	0	1
17:45 - 18:00	0	0	0	0	2
18:00 - 18:15	0	0	0	0	1
18:15 - 18:30	0	0	0	0	3



Tendring District, Essex - Manual Traffic Survey: Tuesday, 20 September 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: A - B1035 Clacton Road

TIME	A to B									A to C								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	3	1	0	0	0	0	1	4.4	5	12	1	0	0	0	0	0	13.0	13
06:45 - 07:00	4	2	0	1	0	0	0	8.3	7	5	4	0	0	0	0	1	9.4	10
Hourly Total	7	3	0	1	0	0	1	12	12	17	5	0	0	0	0	1	22	23
07:00 - 07:15	3	0	0	0	0	0	0	3.0	3	9	9	0	0	0	0	0	18.0	18
07:15 - 07:30	12	4	0	0	0	0	0	16.0	16	18	5	1	0	0	1	0	24.7	25
07:30 - 07:45	30	3	1	0	0	0	0	34.5	34	25	5	0	0	0	0	0	30.0	30
07:45 - 08:00	21	3	1	1	0	0	0	27.8	26	22	3	2	0	0	0	2	28.8	29
Hourly Total	66	10	2	1	0	0	0	81	79	74	22	3	0	0	1	2	102	102
08:00 - 08:15	29	4	0	1	0	0	1	35.7	35	20	6	0	0	0	0	0	26.0	26
08:15 - 08:30	24	8	0	0	0	0	0	32.0	32	19	3	1	1	0	0	0	25.8	24
08:30 - 08:45	20	6	0	0	1	0	0	28.0	27	22	4	0	0	6	1	0	38.2	33
08:45 - 09:00	16	5	1	0	0	0	0	22.5	22	24	4	1	0	0	0	0	29.5	29
Hourly Total	89	23	1	1	1	0	1	118	116	85	17	2	1	6	1	0	119	112
09:00 - 09:15	20	4	0	0	0	0	0	24.0	24	23	5	0	0	0	0	0	28.0	28
09:15 - 09:30	17	7	1	0	0	0	0	25.5	25	18	7	1	1	0	0	1	29.2	28
Hourly Total	37	11	1	0	0	0	0	50	49	41	12	1	1	0	0	1	57	56
Session Total	199	47	4	3	1	0	2	261	256	217	56	6	2	6	2	4	300	293
15:30 - 15:45	26	2	1	0	0	0	0	29.5	29	31	10	0	0	0	0	2	41.8	43
15:45 - 16:00	26	5	0	0	0	0	0	31.0	31	26	10	1	0	0	0	0	37.5	37
Hourly Total	52	7	1	0	0	0	0	61	60	57	20	1	0	0	0	2	80	80
16:00 - 16:15	32	6	0	0	0	0	0	38.0	38	30	9	0	1	0	0	0	41.3	40
16:15 - 16:30	27	3	2	1	0	0	2	36.1	35	43	13	0	0	0	0	1	56.4	57
16:30 - 16:45	47	10	3	0	0	0	0	61.5	60	42	11	1	0	0	0	0	54.5	54
16:45 - 17:00	30	8	1	0	0	0	0	39.5	39	31	13	2	0	0	0	3	48.2	49
Hourly Total	136	27	6	1	0	0	2	175	172	146	46	3	1	0	0	4	201	200
17:00 - 17:15	40	9	0	0	0	0	0	49.0	49	40	10	1	0	0	0	1	51.9	52
17:15 - 17:30	34	3	0	0	0	0	0	37.0	37	54	10	0	0	2	0	0	68.0	66
17:30 - 17:45	47	2	0	0	0	0	0	49.0	49	36	4	0	0	1	0	1	42.4	42
17:45 - 18:00	52	4	1	0	0	0	0	57.5	57	35	7	0	0	0	0	0	42.0	42
Hourly Total	173	18	1	0	0	0	0	193	192	165	31	1	0	3	0	2	205	202
18:00 - 18:15	31	3	0	0	0	0	0	34.0	34	28	7	1	0	0	0	0	36.5	36
18:15 - 18:30	23	1	0	0	0	0	0	24.0	24	24	2	0	0	0	0	2	26.8	28
Hourly Total	54	4	0	0	0	0	0	58	58	52	9	1	0	0	0	2	64	64
Session Total	415	56	8	1	0	0	2	487	482	420	106	6	1	3	0	10	550	546

TIME	From A									To A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	28	8	0	0	0	0	1	36.4	37	47	22	0	1	0	0	2	72.1	72
06:45 - 07:00	20	10	1	1	0	0	2	34.6	34	58	24	2	0	0	0	1	85.4	85
Hourly Total	48	18	1	1	0	0	3	71	71	105	46	2	1	0	0	3	157	157
07:00 - 07:15	24	10	0	0	0	0	0	34.0	34	75	29	3	2	1	0	1	115.5	111
07:15 - 07:30	56	15	2	3	0	1	0	81.1	77	115	30	1	1	2	0	1	153.2	150
07:30 - 07:45	80	17	1	0	0	0	0	98.5	98	108	25	2	0	0	0	0	136.0	135
07:45 - 08:00	69	8	3	3	0	0	2	89.2	85	112	35	4	3	2	0	1	164.3	157
Hourly Total	229	50	6	6	0	1	2	303	294	410	119	10	6	5	0	3	569	553
08:00 - 08:15	81	14	2	1	0	0	2	101.1	100	129	22	5	0	0	0	2	159.3	158
08:15 - 08:30	79	19	2	5	0	0	0	112.5	105	91	21	5	3	0	0	1	126.8	121
08:30 - 08:45	80	18	2	1	8	1	0	119.5	110	88	15	3	7	0	0	1	124.0	114
08:45 - 09:00	61	13	4	0	0	0	0	80.0	78	51	16	5	5	0	0	0	86.0	77
Hourly Total	301	64	10	7	8	1	2	413	393	359	74	18	15	0	0	4	497	470
09:00 - 09:15	62	16	0	3	0	0	0	84.9	81	48	11	1	0	0	0	0	60.5	60
09:15 - 09:30	45	14	4	4	0	0	1	74.6	68	52	7	4	2	0	0	1	70.0	66
Hourly Total	107	30	4	7	0	0	1	159	149	100	18	5	2	0	0	1	131	126
Session Total	685	162	21	21	8	2	8	946	907	974	257	35	24	5	0	11	1354	1306
15:30 - 15:45	73	19	1	4	0	0	3	103.9	100	54	14	2	3	0	0	2	78.7	75
15:45 - 16:00	66	20	1	2	0	0	0	92.1	89	70	15	0	1	0	0	0	87.3	86
Hourly Total	139	39	2	6	0	0	3	196	189	124	29	2	4	0	0	2	166	161
16:00 - 16:15	78	20	1	4	0	0	0	108.7	103	54	15	2	0	1	0	0	74.0	72
16:15 - 16:30	91	21	3	3	0	0	3	124.6	121	74	18	2	3	0	0	1	102.3	98
16:30 - 16:45	112	25	4	1	0	0	1	145.7	143	59	17	0	1	1	0	1	80.7	79
16:45 - 17:00	74	22	3	1	0	0	3	104.0	103	49	12	0	0	2	0	2	65.8	65
Hourly Total	355	88	11	9	0	0	7	484	470	236	62	4	4	4	0	4	323	314
17:00 - 17:15	103	29	1	2	0	0	1	138.5	136	77	8	1	3	0	0	3	94.6	92
17:15 - 17:30	116	14	0	1	2	0	1	136.7	134	104	10	0	1	0	0	2	117.1	117
17:30 - 17:45	102	10	0	2	1	0	1	119.0	116	70	10	5	1	0	0	0	89.8	86
17:45 - 18:00	109	12	1	1	0	0	1	125.2	124	69	7	3	1	0	1	0	83.0	81
Hourly Total	430	65	2	6	3	0	4	520	510	320	35	9	6	0	1	5	385	376
18:00 - 18:15	71	13	1	1	0	0	0	87.8	86	53	4	0	1	0	0	0	59.3	58
18:15 - 18:30	56	5	0	0	0	0	2	61.8	63	64	3	2	1	0	0	0	72.3	70
Hourly Total	127	18	1	1	0	0	2	150	149	117	7	2	2	0	0	0	132	128
Session Total	1051	210	16	22	3	0	16	1350	1318	797	133	17	16	4	1	11	1006	979



Tendring District, Essex - Manual Traffic Survey: Tuesday, 20 September 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: B - (East) A120

TIME	B to C									B to D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	5	0	0	0	0	0	0	5.0	5	92	32	6	40	0	0	1	225.4	171
06:45 - 07:00	7	1	0	0	0	0	0	8.0	8	82	31	9	37	0	0	1	212.0	160
Hourly Total	12	1	0	0	0	0	0	13	13	174	63	15	77	0	0	2	438	331
07:00 - 07:15	11	1	2	0	0	0	1	15.4	15	156	33	5	35	0	0	8	280.2	237
07:15 - 07:30	5	2	0	0	0	0	0	7.0	7	185	30	5	46	2	0	3	333.5	271
07:30 - 07:45	10	2	0	0	0	0	0	12.0	12	136	28	6	27	3	0	4	242.7	204
07:45 - 08:00	14	3	0	0	0	0	0	17.0	17	142	37	0	24	1	0	1	236.6	205
Hourly Total	40	8	2	0	0	0	1	51	51	619	128	16	132	6	0	16	1093	917
08:00 - 08:15	12	2	0	1	0	0	0	16.3	15	134	9	3	19	0	0	4	192.8	169
08:15 - 08:30	15	0	0	0	0	0	0	15.0	15	126	24	3	19	0	1	0	198.4	173
08:30 - 08:45	15	5	1	0	0	0	0	21.5	21	97	11	3	15	0	0	1	147.4	127
08:45 - 09:00	15	2	0	0	0	0	0	17.0	17	94	9	1	13	0	0	3	135.6	120
Hourly Total	57	9	1	1	0	0	0	70	68	451	53	10	66	0	1	8	674	589
09:00 - 09:15	14	1	0	0	0	0	0	15.0	15	91	8	3	11	0	0	0	128.8	113
09:15 - 09:30	10	1	0	0	0	0	0	11.0	11	76	18	6	14	0	0	0	135.2	114
Hourly Total	24	2	0	0	0	0	0	26	26	167	26	9	25	0	0	0	265	227
Session Total	133	20	3	1	0	0	1	160	158	1411	270	50	300	6	1	26	2470	2064
15:30 - 15:45	11	2	0	0	0	0	0	13.0	13	45	14	1	12	0	0	0	88.1	72
15:45 - 16:00	9	3	0	0	0	0	0	12.0	12	47	20	1	11	0	0	0	93.8	79
Hourly Total	20	5	0	0	0	0	0	25	25	92	34	2	23	0	0	0	182	151
16:00 - 16:15	13	5	0	0	0	0	1	18.4	19	70	21	3	14	0	0	1	128.1	109
16:15 - 16:30	6	0	0	1	0	0	0	8.3	7	66	17	2	10	0	0	0	109.0	95
16:30 - 16:45	8	4	0	0	0	0	0	12.0	12	55	18	1	3	0	0	0	81.4	77
16:45 - 17:00	11	4	0	0	0	0	0	15.0	15	70	16	3	12	0	0	0	118.1	101
Hourly Total	38	13	0	1	0	0	1	53	53	261	72	9	39	0	0	1	437	382
17:00 - 17:15	6	0	0	0	0	0	0	6.0	6	70	10	3	10	0	0	3	108.7	96
17:15 - 17:30	16	3	0	0	0	0	0	19.0	19	59	15	3	15	0	0	0	113.0	92
17:30 - 17:45	8	1	0	0	0	0	0	9.0	9	49	7	2	8	0	0	0	77.4	66
17:45 - 18:00	5	0	0	0	0	0	0	5.0	5	48	4	1	4	0	1	0	62.9	58
Hourly Total	35	4	0	0	0	0	0	39	39	226	36	9	37	0	1	3	362	312
18:00 - 18:15	8	2	0	1	0	0	0	12.3	11	48	9	3	10	0	1	0	84.7	71
18:15 - 18:30	9	0	1	0	0	0	0	10.5	10	40	11	1	3	0	0	0	59.4	55
Hourly Total	17	2	1	1	0	0	0	23	21	88	20	4	13	0	1	0	144	126
Session Total	110	24	1	2	0	0	1	140	138	667	162	24	112	0	2	4	1125	971

TIME	From B									To B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	120	43	6	41	0	0	2	267.1	212	43	9	7	6	1	0	2	79.1	68
06:45 - 07:00	116	38	12	37	0	0	2	257.9	205	42	13	8	11	3	0	1	98.7	78
Hourly Total	236	81	18	78	0	0	4	525	417	85	22	15	17	4	0	3	178	146
07:00 - 07:15	192	41	7	35	0	0	9	327.6	284	53	20	7	7	0	0	0	99.6	87
07:15 - 07:30	246	36	6	46	2	0	3	402.0	339	82	21	4	6	0	0	0	122.8	113
07:30 - 07:45	193	41	7	27	3	0	4	314.2	275	87	37	5	10	0	0	2	155.3	141
07:45 - 08:00	198	48	0	24	1	0	2	304.0	273	79	26	6	8	0	0	1	132.8	120
Hourly Total	829	166	20	132	6	0	18	1348	1171	301	104	22	31	0	0	3	510	461
08:00 - 08:15	190	19	4	20	0	0	4	262.6	237	82	21	9	10	0	0	1	139.9	123
08:15 - 08:30	180	31	4	20	0	1	0	263.2	236	88	21	0	9	0	1	0	129.9	119
08:30 - 08:45	147	22	4	17	0	0	1	214.5	191	94	15	4	5	1	0	1	128.9	120
08:45 - 09:00	130	20	2	14	0	0	3	186.4	169	81	25	3	7	0	0	0	126.6	116
Hourly Total	647	92	14	71	0	1	8	926	833	345	82	16	31	1	1	2	525	478
09:00 - 09:15	124	12	3	11	0	0	0	165.8	150	73	18	3	5	0	0	0	107.0	99
09:15 - 09:30	114	22	6	14	0	0	1	177.6	157	72	27	6	7	0	0	0	124.1	112
Hourly Total	238	34	9	25	0	0	1	344	307	145	45	9	12	0	0	0	232	211
Session Total	1950	373	61	306	6	1	31	3143	2728	876	253	62	91	5	1	8	1445	1296
15:30 - 15:45	73	19	2	12	0	0	1	123.0	107	100	17	4	22	1	0	1	176.0	145
15:45 - 16:00	76	29	1	11	0	0	0	131.8	117	137	32	11	27	1	0	0	249.6	208
Hourly Total	149	48	3	23	0	0	1	255	224	237	49	15	49	2	0	1	426	353
16:00 - 16:15	101	32	3	14	0	0	2	170.5	152	132	38	7	11	0	0	0	205.8	188
16:15 - 16:30	105	20	3	11	0	0	0	154.8	139	146	31	8	19	1	0	2	235.5	207
16:30 - 16:45	85	28	1	3	0	0	0	121.4	117	168	40	6	17	0	0	2	256.9	233
16:45 - 17:00	95	21	3	12	0	0	0	148.1	131	155	34	7	21	0	0	2	248.6	219
Hourly Total	386	101	10	40	0	0	2	595	539	601	143	28	68	1	0	6	946	847
17:00 - 17:15	97	12	3	11	0	0	3	140.0	126	176	36	4	18	0	0	2	260.2	236
17:15 - 17:30	113	22	3	15	0	0	1	174.4	154	196	26	5	14	0	0	4	263.3	245
17:30 - 17:45	76	14	5	8	0	0	0	115.9	103	182	26	1	12	0	0	7	239.9	228
17:45 - 18:00	78	6	2	4	0	1	0	96.4	91	179	23	2	14	0	1	2	238.2	221
Hourly Total	364	54	13	38	0	1	4	527	474	733	111	12	58	0	1	15	1001	930
18:00 - 18:15	70	14	3	11	0	1	0	114.0	99	149	20	3	14	0	0	0	205.7	186
18:15 - 18:30	69	12	2	3	0	0	0	90.9	86	120	15	4	20	0	0	0	187.0	159
Hourly Total	139	26	5	14	0	1	0	205	185	269	35	7	34	0	0	0	393	345
Session Total	1038	229	31	115	0	2	7	1582	1422	1840	338	62	209	3	1	22	2766	2475



Tendring District, Essex - Manual Traffic Survey: Tuesday, 20 September 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: C - B1035

TIME	C to D									C to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	1	2	0	0	0	0	0	3.0	3	20	8	0	0	0	0	1	28.4	29
06:45 - 07:00	8	1	0	0	0	0	0	9.0	9	21	12	0	0	0	0	0	33.0	33
Hourly Total	9	3	0	0	0	0	0	12	12	41	20	0	0	0	0	1	61	62
07:00 - 07:15	18	1	0	0	0	0	0	19.0	19	39	16	1	0	1	0	1	58.9	58
07:15 - 07:30	14	2	0	0	0	0	0	16.0	16	44	17	0	0	2	0	1	65.4	64
07:30 - 07:45	28	5	0	0	0	0	0	33.0	33	45	12	0	0	0	0	0	57.0	57
07:45 - 08:00	33	4	2	0	0	0	0	40.0	39	49	23	2	0	2	0	0	79.0	76
Hourly Total	93	12	2	0	0	0	0	108	107	177	68	3	0	5	0	2	261	255
08:00 - 08:15	28	6	0	0	0	0	0	34.0	34	61	12	2	0	0	0	2	76.8	77
08:15 - 08:30	24	3	1	0	0	0	0	28.5	28	34	12	4	0	0	0	0	52.0	50
08:30 - 08:45	18	9	1	1	0	0	0	30.8	29	38	8	1	1	0	0	1	50.2	49
08:45 - 09:00	16	4	2	0	0	0	0	23.0	22	19	5	3	0	0	0	0	28.5	27
Hourly Total	86	22	4	1	0	0	0	116	113	152	37	10	1	0	0	3	207	203
09:00 - 09:15	17	3	0	2	0	0	0	24.6	22	19	6	1	0	0	0	0	26.5	26
09:15 - 09:30	6	4	0	0	0	0	0	10.0	10	19	1	1	0	0	0	0	21.5	21
Hourly Total	23	7	0	2	0	0	0	35	32	38	7	2	0	0	0	0	48	47
Session Total	211	44	6	3	0	0	0	271	264	408	132	15	1	5	0	6	577	567
15:30 - 15:45	6	2	2	0	0	0	0	11.0	10	25	8	1	1	0	0	0	36.8	35
15:45 - 16:00	4	0	0	0	0	0	0	4.0	4	31	4	0	0	0	0	0	35.0	35
Hourly Total	10	2	2	0	0	0	0	15	14	56	12	1	1	0	0	0	72	70
16:00 - 16:15	4	1	0	1	0	0	0	7.3	6	22	5	2	0	1	0	0	32.0	30
16:15 - 16:30	4	1	0	0	0	0	0	5.0	5	24	10	0	0	0	0	1	34.4	35
16:30 - 16:45	2	2	1	0	0	0	0	5.5	5	22	5	0	0	1	0	1	29.4	29
16:45 - 17:00	6	0	0	1	0	0	0	8.3	7	20	6	0	0	2	0	1	30.4	29
Hourly Total	16	4	1	2	0	0	0	27	23	88	26	2	0	4	0	3	126	123
17:00 - 17:15	10	1	0	0	0	0	0	11.0	11	32	2	1	0	0	0	3	36.7	38
17:15 - 17:30	3	3	0	0	0	0	0	6.0	6	44	2	0	0	0	0	0	46.0	46
17:30 - 17:45	2	0	1	2	0	0	0	8.1	5	24	4	0	0	0	0	0	28.0	28
17:45 - 18:00	3	1	0	0	0	0	0	4.0	4	21	3	0	0	0	1	0	24.2	25
Hourly Total	18	5	1	2	0	0	0	30	26	121	11	1	0	0	1	3	135	137
18:00 - 18:15	3	0	0	0	0	0	0	3.0	3	22	0	0	0	0	0	0	22.0	22
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	23	1	2	0	0	0	0	27.0	26
Hourly Total	3	0	0	0	0	0	0	3	3	45	1	2	0	0	0	0	49	48
Session Total	47	11	4	4	0	0	0	75	66	310	50	6	1	4	1	6	382	378

TIME	From C									To C								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	28	10	0	0	0	0	1	38.4	39	19	3	0	0	0	0	0	22.0	22
06:45 - 07:00	37	14	1	1	0	0	0	54.8	53	15	5	0	0	0	0	1	20.4	21
Hourly Total	65	24	1	1	0	0	1	93	92	34	8	0	0	0	0	1	42	43
07:00 - 07:15	62	18	1	0	1	0	1	83.9	83	25	10	2	0	0	0	1	38.4	38
07:15 - 07:30	63	19	0	0	2	0	1	86.4	85	25	9	1	0	0	1	0	35.7	36
07:30 - 07:45	80	19	0	0	0	0	0	99.0	99	41	8	1	0	0	0	0	50.5	50
07:45 - 08:00	89	29	5	0	2	0	0	129.5	125	43	6	2	2	0	0	2	57.4	55
Hourly Total	294	85	6	0	5	0	2	399	392	134	33	6	2	0	1	3	182	179
08:00 - 08:15	95	20	3	1	0	0	2	122.6	121	40	10	0	1	0	0	1	52.7	52
08:15 - 08:30	74	17	5	1	0	0	0	100.8	97	39	4	1	1	0	0	0	46.8	45
08:30 - 08:45	71	18	2	2	0	0	1	97.0	94	46	10	2	0	6	1	0	71.2	65
08:45 - 09:00	47	14	5	0	0	0	0	68.5	66	43	6	2	0	0	0	1	52.4	52
Hourly Total	287	69	15	4	0	0	3	389	378	168	30	5	2	6	1	2	224	214
09:00 - 09:15	50	11	1	2	0	0	0	67.1	64	43	7	0	0	0	0	0	50.0	50
09:15 - 09:30	32	13	2	0	0	0	0	48.0	47	32	9	1	1	0	0	1	45.2	44
Hourly Total	82	24	3	2	0	0	0	116	111	75	16	1	1	0	0	1	95	94
Session Total	728	202	25	7	5	0	6	997	973	411	87	12	5	6	2	7	543	530
15:30 - 15:45	43	10	3	1	1	0	0	61.8	58	50	14	0	0	0	0	2	64.8	66
15:45 - 16:00	52	5	0	0	0	0	0	57.0	57	43	14	1	1	0	0	0	60.8	59
Hourly Total	95	15	3	1	1	0	0	119	115	93	28	1	1	0	0	2	126	125
16:00 - 16:15	43	12	2	2	1	0	0	64.6	60	53	21	1	2	0	0	1	80.5	78
16:15 - 16:30	39	12	0	0	0	0	1	51.4	52	68	22	1	2	0	0	1	96.5	94
16:30 - 16:45	42	10	2	0	1	0	1	57.4	56	67	23	1	1	0	0	1	94.2	93
16:45 - 17:00	39	6	1	1	2	0	1	53.2	50	68	19	2	0	0	0	4	91.6	93
Hourly Total	163	40	5	3	4	0	3	227	218	256	85	5	5	0	0	7	364	358
17:00 - 17:15	59	8	1	0	0	0	3	69.7	71	67	23	1	0	0	0	1	91.9	92
17:15 - 17:30	53	5	1	0	0	0	1	59.9	60	97	18	0	2	2	0	0	123.6	119
17:30 - 17:45	40	5	1	2	0	0	0	51.1	48	56	5	0	0	1	0	1	63.4	63
17:45 - 18:00	38	5	0	0	0	1	0	43.2	44	60	10	0	0	0	0	1	70.4	71
Hourly Total	190	23	3	2	0	1	4	225	223	280	56	1	2	3	0	3	350	345
18:00 - 18:15	35	1	0	0	0	0	0	36.0	36	52	13	1	1	0	0	1	69.2	68
18:15 - 18:30	30	1	2	0	0	0	0	34.0	33	40	3	1	0	0	0	2	45.3	46
Hourly Total	65	2	2	0	0	0	0	70	69	92	16	2	1	0	0	3	114	114
Session Total	513	80	13	6	5	1	7	641	625	721	185	9	9	3	0	15	954	942



Tendring District, Essex - Manual Traffic Survey: Tuesday, 20 September 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: D - (West) A120

TIME	D to A									D to B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	4	3	0	0	0	0	0	7.0	7	33	8	7	6	1	0	1	67.7	56
06:45 - 07:00	10	6	0	0	0	0	0	16.0	16	30	10	6	9	3	0	1	76.1	59
Hourly Total	14	9	0	0	0	0	0	23	23	63	18	13	15	4	0	2	145	115
07:00 - 07:15	11	6	2	2	0	0	0	24.6	21	45	19	7	7	0	0	0	90.6	78
07:15 - 07:30	16	9	0	1	0	0	0	27.3	26	64	17	4	6	0	0	0	100.8	91
07:30 - 07:45	17	2	1	0	0	0	0	20.5	20	49	32	4	10	0	0	2	110.8	97
07:45 - 08:00	21	4	2	3	0	0	0	34.9	30	51	21	4	7	0	0	1	94.5	84
Hourly Total	65	21	5	6	0	0	0	108	97	209	89	19	30	0	0	3	397	350
08:00 - 08:15	24	2	2	0	0	0	0	29.0	28	47	15	8	8	0	0	0	92.4	78
08:15 - 08:30	19	2	0	2	0	0	1	26.0	24	47	11	0	8	0	1	0	76.6	67
08:30 - 08:45	14	1	2	4	0	0	0	27.2	21	59	8	4	5	0	0	1	84.9	77
08:45 - 09:00	11	2	1	4	0	0	0	23.7	18	53	15	2	7	0	0	0	87.1	77
Hourly Total	68	7	5	10	0	0	1	106	91	206	49	14	28	0	1	1	340	299
09:00 - 09:15	10	2	0	0	0	0	0	12.0	12	39	12	3	5	0	0	0	67.0	59
09:15 - 09:30	6	3	3	2	0	0	0	18.1	14	47	12	4	7	0	0	0	81.1	70
Hourly Total	16	5	3	2	0	0	0	31	26	86	24	7	12	0	0	0	149	129
Session Total	163	42	13	18	0	0	1	268	237	564	180	53	85	4	1	6	1031	893
15:30 - 15:45	14	3	0	2	0	0	1	22.0	20	60	15	3	22	0	0	1	130.5	101
15:45 - 16:00	18	5	0	1	0	0	0	25.3	24	94	26	11	27	1	0	0	200.6	159
Hourly Total	32	8	0	3	0	0	1	47	44	154	41	14	49	1	0	1	331	260
16:00 - 16:15	14	4	0	0	0	0	0	18.0	18	83	26	7	10	0	0	0	142.5	126
16:15 - 16:30	17	5	1	3	0	0	0	30.4	26	108	27	6	18	1	0	0	187.4	160
16:30 - 16:45	16	6	0	1	0	0	0	24.3	23	103	27	2	17	0	0	2	172.9	151
16:45 - 17:00	15	5	0	0	0	0	1	20.4	21	112	26	5	21	0	0	2	194.6	166
Hourly Total	62	20	1	4	0	0	1	93	88	406	106	20	66	1	0	4	698	603
17:00 - 17:15	24	4	0	2	0	0	0	32.6	30	119	22	4	18	0	0	2	189.2	165
17:15 - 17:30	24	4	0	1	0	0	1	30.7	30	154	23	4	14	0	0	3	216.4	198
17:30 - 17:45	28	0	2	1	0	0	0	33.3	31	120	23	1	12	0	0	7	174.9	163
17:45 - 18:00	23	2	2	1	0	0	0	30.3	28	113	18	1	14	0	1	2	165.7	149
Hourly Total	99	10	4	5	0	0	1	127	119	506	86	10	58	0	1	14	746	675
18:00 - 18:15	17	1	0	1	0	0	0	20.3	19	108	16	3	14	0	0	0	160.7	141
18:15 - 18:30	21	1	0	1	0	0	0	24.3	23	90	14	4	20	0	0	0	156.0	128
Hourly Total	38	2	0	2	0	0	0	45	42	198	30	7	34	0	0	0	317	269
Session Total	231	40	5	14	0	0	3	312	293	1264	263	51	207	2	1	19	2092	1807

D to C									D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	2	0	0	0	0	0	4.0	4	1	0	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	1.0	1
5	2	0	0	0	0	0	7	7	2	0	0	0	0	0	0	2	2
5	0	0	0	0	0	0	5.0	5	1	0	0	0	0	0	0	1.0	1
2	2	0	0	0	0	0	4.0	4	3	0	0	0	0	0	0	3.0	3
6	1	1	0	0	0	0	8.5	8	2	1	0	0	1	0	0	5.0	4
7	0	0	2	0	0	0	11.6	9	2	0	1	0	0	0	0	3.5	3
20	3	1	2	0	0	0	30	26	8	1	1	0	1	0	0	13	11
8	2	0	0	0	0	1	10.4	11	1	1	0	0	0	0	0	2.0	2
5	1	0	0	0	0	0	6.0	6	0	1	0	0	0	0	0	1.0	1
9	1	1	0	0	0	0	11.5	11	3	1	1	0	0	0	0	5.5	5
4	0	1	0	0	0	1	5.9	6	4	1	0	0	0	0	0	5.0	5
26	4	2	0	0	0	2	34	34	8	4	1	0	0	0	0	14	13
6	1	0	0	0	0	0	7.0	7	6	1	0	0	0	0	0	7.0	7
4	1	0	0	0	0	0	5.0	5	1	1	1	0	0	0	0	3.5	3
10	2	0	0	0	0	0	12	12	7	2	1	0	0	0	0	11	10
61	11	3	2	0	0	2	83	79	25	7	3	0	1	0	0	40	36
8	2	0	0	0	0	0	10.0	10	1	0	0	0	1	0	0	3.0	2
8	1	0	1	0	0	0	11.3	10	1	2	0	1	0	0	0	5.3	4
16	3	0	1	0	0	0	21	20	2	2	0	1	1	0	0	8	6
10	7	1	1	0	0	0	20.8	19	1	0	0	0	0	0	0	1.0	1
19	9	1	1	0	0	0	31.8	30	3	0	0	0	0	0	0	3.0	3
16	8	0	1	0	0	1	26.7	26	7	1	0	0	0	0	0	8.0	8
26	2	0	0	0	0	1	28.4	29	1	0	0	1	1	0	0	5.3	3
71	26	2	3	0	0	2	108	104	12	1	0	1	1	0	0	17	15
21	13	0	0	0	0	0	34.0	34	6	0	0	0	0	0	0	6.0	6
27	5	0	2	0	0	0	36.6	34	5	1	0	1	0	0	0	8.3	7
12	0	0	0	0	0	0	12.0	12	2	0	0	0	0	0	0	2.0	2
20	3	0	0	0	0	1	23.4	24	3	1	0	0	0	0	0	4.0	4
80	21	0	2	0	0	1	106	104	16	2	0	1	0	0	0	20	19
16	4	0	0	0	0	1	20.4	21	5	2	0	1	0	0	1	9.7	9
7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
23	5	0	0	0	0	1	28	29	5	2	0	1	0	0	1	9	9
190	55	2	6	0	0	4	263	257	35	7	0	4	2	0	1	54	49

TIME	From D									To D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	40	13	7	6	1	0	1	79.7	68	107	40	6	40	0	0	1	248.4	194
06:45 - 07:00	44	16	6	9	3	0	1	96.1	79	102	36	10	37	0	0	2	238.9	187
Hourly Total	84	29	13	15	4	0	2	177	147	209	76	16	77	0	0	3	487	381
07:00 - 07:15	62	25	9	9	0	0	0	121.2	105	187	35	5	35	0	0	8	313.2	270
07:15 - 07:30	85	28	4	7	0	0	0	135.1	124	228	38	6	49	2	0	3	392.9	326
07:30 - 07:45	74	36	6	10	1	0	2	144.8	129	191	43	6	27	4	0	4	314.7	275
07:45 - 08:00	81	25	7	12	0	0	1	144.5	126	203	43	3	26	1	0	1	312.7	277
Hourly Total	302	114	26	38	1	0	3	545	484	809	159	20	137	7	0	16	1333	1148
08:00 - 08:15	80	20	10	8	0	0	1	133.8	119	195	20	5	19	0	0	5	268.2	244
08:15 - 08:30	71	15	0	10	0	1	1	109.6	98	186	36	5	23	0	1	0	282.6	251
08:30 - 08:45	85	11	8	9	0	0	1	129.1	114	155	29	7	17	1	0	1	236.0	210
08:45 - 09:00	72	18	4	11	0	0	1	121.7	106	135	18	5	13	0	0	3	191.6	174
Hourly Total	308	64	22	38	0	1	4	494	437	671	103	22	72	1	1	9	979	879
09:00 - 09:15	61	16	3	5	0	0	0	93.0	85	133	19	3	16	0	0	0	193.3	171
09:15 - 09:30	58	17	8	9	0	0	0	107.7	92	93	23	9	17	0	0	0	168.6	142
Hourly Total	119	33	11	14	0	0	0	201	177	226	42	12	33	0	0	0	362	313
Session Total	813	240	72	105	5	1	9	1417	1245	1915	380	70	319	8	1	28	3161	2721
15:30 - 15:45	83	20	3	24	1	0	2	165.5	133	68	23	3	16	1	0	1	134.7	112
15:45 - 16:00	121	34	11	30	1	0	0	242.5	197	65	27	1	14	0	0	0	125.7	107
Hourly Total	204	54	14	54	2	0	2	408	330	133	50	4	30	1	0	1	260	219
16:00 - 16:15	108	37	8	11	0	0	0	182.3	164	91	27	4	18	0	0	1	165.8	141
16:15 - 16:30	147	41	8	22	1	0	0	252.6	219	94	23	3	12	0	0	0	149.1	132
16:30 - 16:45	142	42	2	19	0	0	3	231.9	208	87	25	2	4	0	0	1	124.6	119
16:45 - 17:00	154	33	5	22	1	0	4	248.7	219	90	17	3	15	1	0	0	148.0	126
Hourly Total	551	153	23	74	2	0	7	916	810	362	92	12	49	1	0	2	588	518
17:00 - 17:15	170	39	4	20	0	0	2	261.8	235	109	21	3	12	0	0	3	163.3	148
17:15 - 17:30	210	33	4	18	0	0	4	292.0	269	95	20	3	17	0	0	1	159.0	136
17:30 - 17:45	162	23	3	13	0	0	7	222.2	208	72	11	3	12	0	0	0	115.1	98
17:45 - 18:00	159	24	3	15	0	1	3	223.4	205	76	7	1	5	0	1	1	96.6	91
Hourly Total	701	119	14	66	0	1	16	999	917	352	59	10	46	0	1	5	534	473
18:00 - 18:15	146	23	3	16	0	0	2	211.1	190	68	14	3	12	0	1	1	114.7	99
18:15 - 18:30	118	16	4	21	0	0	0	188.3	159	49	13	1	3	0	0	0	70.4	66
Hourly Total	264	39	7	37	0	0	2	400	349	117	27	4	15	0	1	1	185	165
Session Total	1720	365	58	231	4	1	27	2723	2406	964	228	30	140	2	2	9	1567	1375



Tendring District, Essex - Manual Traffic Survey: Friday, 05 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: A - B1035 Clacton Road

TIME	A to B									A to C								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	15	1	0	0	0	0	1	16.4	17	5	2	0	0	0	0	1	7.4	8
06:45 - 07:00	10	3	0	1	0	0	0	15.3	14	5	4	1	0	0	0	0	10.5	10
Hourly Total	25	4	0	1	0	0	1	31	31	10	6	1	0	0	0	1	18	18
07:00 - 07:15	9	4	0	0	0	0	0	13.0	13	9	5	1	0	0	0	1	15.9	16
07:15 - 07:30	20	3	0	0	0	0	0	23.0	23	16	4	1	0	0	0	0	21.5	21
07:30 - 07:45	25	2	0	0	0	0	1	27.4	28	21	6	1	0	0	0	0	28.5	28
07:45 - 08:00	21	3	2	0	0	0	0	27.0	26	17	4	1	0	0	0	2	23.3	24
Hourly Total	75	12	2	0	0	0	1	90	90	63	19	4	0	0	0	3	89	89
08:00 - 08:15	17	1	1	0	0	0	1	19.9	20	18	5	1	0	0	0	0	24.5	24
08:15 - 08:30	21	2	1	0	0	0	0	24.5	24	24	7	0	0	0	0	0	31.0	31
08:30 - 08:45	20	2	0	1	0	0	0	24.3	23	27	3	1	1	0	0	0	33.8	32
08:45 - 09:00	26	2	1	0	0	0	1	29.9	30	41	9	1	1	0	0	2	54.6	54
Hourly Total	84	7	3	1	0	0	2	99	97	110	24	3	2	0	0	2	145	141
09:00 - 09:15	19	6	1	0	0	0	0	26.5	26	31	3	0	0	0	0	0	34.0	34
09:15 - 09:30	16	2	1	0	0	0	1	19.9	20	36	5	1	0	0	0	0	42.5	42
Hourly Total	35	8	2	0	0	0	1	46	46	67	8	1	0	0	0	0	77	76
Session Total	219	31	7	2	0	0	5	266	264	250	57	9	2	0	0	6	329	324
15:30 - 15:45	15	5	2	0	0	0	0	23.0	22	32	9	0	0	0	0	1	41.4	42
15:45 - 16:00	19	5	1	0	0	0	1	25.9	26	32	12	0	0	0	0	2	44.8	46
Hourly Total	34	10	3	0	0	0	1	49	48	64	21	0	0	0	0	3	86	88
16:00 - 16:15	38	8	1	0	0	0	0	47.5	47	37	8	2	0	0	0	0	48.0	47
16:15 - 16:30	21	4	0	0	0	0	0	25.0	25	37	8	0	1	0	0	0	47.3	46
16:30 - 16:45	45	1	1	0	0	0	1	47.9	48	34	16	0	0	1	0	0	52.0	51
16:45 - 17:00	20	5	0	0	0	0	0	25.0	25	32	11	2	0	0	0	0	46.0	45
Hourly Total	124	18	2	0	0	0	1	145	145	140	43	4	1	1	0	0	193	189
17:00 - 17:15	23	7	0	0	0	0	0	30.0	30	53	10	0	0	0	0	1	63.4	64
17:15 - 17:30	30	5	0	0	0	0	0	35.0	35	37	6	0	0	0	0	1	43.4	44
17:30 - 17:45	39	4	0	1	0	0	0	45.3	44	36	5	1	0	0	0	1	42.9	43
17:45 - 18:00	41	5	0	0	0	0	0	46.0	46	33	3	0	0	0	0	0	36.0	36
Hourly Total	133	21	0	1	0	0	0	156	155	159	24	1	0	0	0	3	186	187
18:00 - 18:15	25	3	0	0	0	0	2	28.8	30	29	5	0	0	0	0	0	34.0	34
18:15 - 18:30	27	0	1	0	0	0	0	28.5	28	22	2	0	0	0	0	0	24.0	24
Hourly Total	52	3	1	0	0	0	2	58	58	51	7	0	0	0	0	0	58	58
Session Total	343	52	6	1	0	0	4	408	406	414	95	5	1	1	0	6	523	522

TIME	From A									To A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	37	9	0	0	0	0	2	46.8	48	47	14	0	0	0	0	0	61.0	61
06:45 - 07:00	21	12	1	1	0	0	1	37.2	36	65	23	2	0	0	0	1	91.4	91
Hourly Total	58	21	1	1	0	0	3	84	84	112	37	2	0	0	0	1	152	152
07:00 - 07:15	35	12	1	2	0	0	1	53.5	51	88	28	3	0	1	0	1	122.9	121
07:15 - 07:30	52	11	2	0	0	0	0	66.0	65	104	25	3	3	0	0	2	141.2	137
07:30 - 07:45	57	12	2	0	0	0	1	72.4	72	69	21	1	3	1	0	0	100.4	95
07:45 - 08:00	51	11	5	0	0	0	2	70.3	69	90	22	3	0	0	0	1	116.9	116
Hourly Total	195	46	10	2	0	0	4	263	257	351	96	10	6	2	0	4	482	469
08:00 - 08:15	58	12	3	1	0	0	1	77.2	75	84	23	0	4	0	0	0	116.2	111
08:15 - 08:30	70	11	1	0	0	0	0	82.5	82	81	17	4	5	0	0	1	115.9	108
08:30 - 08:45	71	8	2	3	0	0	1	89.3	85	75	16	2	4	0	0	0	103.2	97
08:45 - 09:00	91	15	3	3	0	0	3	118.6	115	61	12	5	1	0	0	0	82.8	79
Hourly Total	290	46	9	7	0	0	5	368	357	301	68	11	14	0	0	1	418	395
09:00 - 09:15	77	13	2	2	0	0	0	97.6	94	64	8	2	1	0	1	1	77.9	77
09:15 - 09:30	69	10	6	2	0	0	1	93.0	88	72	14	6	2	0	0	0	99.6	94
Hourly Total	146	23	8	4	0	0	1	190	182	136	22	8	3	0	1	1	177	171
Session Total	689	136	28	14	0	0	13	905	880	900	223	31	23	2	1	7	1229	1187
15:30 - 15:45	68	20	2	1	0	0	1	93.7	92	85	9	1	2	0	0	0	100.1	97
15:45 - 16:00	66	20	1	1	0	0	4	91.4	92	65	11	1	0	0	0	1	77.9	78
Hourly Total	134	40	3	2	0	0	5	186	184	150	20	2	2	0	0	1	178	175
16:00 - 16:15	90	19	3	1	0	0	0	115.8	113	79	9	2	0	1	0	1	93.4	92
16:15 - 16:30	68	20	0	2	1	0	0	94.6	91	92	17	3	1	0	0	0	115.8	113
16:30 - 16:45	96	23	2	0	1	0	1	124.4	123	75	20	5	2	0	0	0	107.1	102
16:45 - 17:00	71	21	2	1	0	0	1	97.7	96	85	14	2	0	0	0	2	102.8	103
Hourly Total	325	83	7	4	2	0	2	433	423	331	60	12	3	1	0	3	419	410
17:00 - 17:15	102	22	0	0	0	0	2	124.8	126	81	11	1	1	0	0	0	95.8	94
17:15 - 17:30	84	12	0	1	0	0	1	98.7	98	89	13	0	0	0	0	1	102.4	103
17:30 - 17:45	86	11	2	1	0	0	1	102.7	101	72	9	1	0	0	0	2	83.3	84
17:45 - 18:00	84	11	1	0	0	0	0	96.5	96	64	8	1	1	0	0	4	77.4	78
Hourly Total	356	56	3	2	0	0	4	424	421	306	41	3	2	0	0	7	360	359
18:00 - 18:15	76	9	0	0	0	0	2	85.8	87	72	4	1	1	0	0	2	80.6	80
18:15 - 18:30	63	3	1	1	0	0	0	69.8	68	74	8	0	1	0	0	1	84.7	84
Hourly Total	139	12	1	1	0	0	2	156	155	146	12	1	2	0	0	3	166	164
Session Total	954	191	14	9	2	0	13	1199	1183	933	133	18	9	1	0	14	1123	1108



Tendring District, Essex - Manual Traffic Survey: Friday, 05 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: B - (East) A120

TIME	B to C									B to D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	3	1	0	0	0	0	0	4.0	4	74	26	6	31	0	0	0	180.3	137
06:45 - 07:00	7	2	0	0	0	0	0	9.0	9	94	23	5	9	0	0	1	145.6	132
Hourly Total	10	3	0	0	0	0	0	13	13	168	49	11	40	0	0	1	326	269
07:00 - 07:15	6	3	0	0	0	0	0	9.0	9	120	35	3	20	0	0	6	207.9	184
07:15 - 07:30	11	3	0	0	0	0	0	14.0	14	151	29	1	22	0	0	4	233.7	207
07:30 - 07:45	9	3	0	0	0	0	0	12.0	12	124	22	6	14	0	0	1	187.6	167
07:45 - 08:00	11	3	0	0	0	0	0	14.0	14	101	22	3	17	0	0	2	167.4	145
Hourly Total	37	12	0	0	0	0	0	49	49	496	108	13	73	0	0	13	797	703
08:00 - 08:15	9	1	0	0	0	0	0	10.0	10	94	27	6	11	0	0	0	155.3	138
08:15 - 08:30	12	1	0	0	0	0	0	13.0	13	103	20	1	16	0	0	1	161.7	141
08:30 - 08:45	5	5	1	1	0	0	0	13.8	12	81	19	3	12	0	0	1	132.5	116
08:45 - 09:00	9	3	0	0	0	0	0	12.0	12	90	11	4	8	0	0	0	125.4	113
Hourly Total	35	10	1	1	0	0	0	49	47	368	77	14	47	0	0	2	575	508
09:00 - 09:15	3	5	0	0	0	0	0	8.0	8	42	11	0	9	0	0	0	73.7	62
09:15 - 09:30	11	0	0	0	0	0	0	11.0	11	96	11	0	10	0	0	0	130.0	117
Hourly Total	14	5	0	0	0	0	0	19	19	138	22	0	19	0	0	0	204	179
Session Total	96	30	1	1	0	0	0	130	128	1170	256	38	179	0	0	16	1902	1659
15:30 - 15:45	6	2	0	0	0	0	0	8.0	8	59	13	2	4	0	0	0	84.2	78
15:45 - 16:00	9	4	0	1	0	0	1	15.7	15	68	13	3	4	0	0	0	94.7	88
Hourly Total	15	6	0	1	0	0	1	23	23	127	26	5	8	0	0	0	179	166
16:00 - 16:15	8	1	0	0	0	0	0	9.0	9	59	17	4	4	0	0	0	91.2	84
16:15 - 16:30	4	4	0	1	0	0	0	10.3	9	71	13	4	1	0	0	1	92.7	90
16:30 - 16:45	12	1	0	0	0	0	0	13.0	13	71	8	4	2	0	0	0	89.6	85
16:45 - 17:00	9	1	1	2	0	0	0	16.1	13	70	10	2	1	0	0	2	86.1	85
Hourly Total	33	7	1	3	0	0	0	49	44	271	48	14	8	0	0	3	359	344
17:00 - 17:15	16	3	0	0	0	0	0	19.0	19	66	9	4	4	0	0	1	90.6	84
17:15 - 17:30	12	2	0	0	0	0	0	14.0	14	59	4	1	3	0	0	0	71.4	67
17:30 - 17:45	8	0	0	0	0	0	0	8.0	8	65	9	3	3	0	0	0	85.4	80
17:45 - 18:00	6	1	0	0	0	0	0	7.0	7	61	5	8	2	0	0	1	83.0	77
Hourly Total	42	6	0	0	0	0	0	48	48	251	27	16	12	0	0	2	331	308
18:00 - 18:15	9	1	0	0	0	0	0	10.0	10	75	6	4	3	0	0	1	94.3	89
18:15 - 18:30	7	1	0	0	0	0	0	8.0	8	45	4	2	2	0	0	1	57.0	54
Hourly Total	16	2	0	0	0	0	0	18	18	120	10	6	5	0	0	2	152	143
Session Total	106	21	1	4	0	0	1	138	133	769	111	41	33	0	0	7	1021	961

B to A									B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
16	6	0	0	0	0	0	22.0	22	0	1	0	0	0	0	0	1.0	1
30	10	0	0	0	0	0	40.0	40	1	0	0	0	0	0	0	1.0	1
46	16	0	0	0	0	0	62	62	1	1	0	0	0	0	0	2	2
33	10	1	0	0	0	0	44.5	44	0	0	0	0	0	0	0	0.0	0
49	6	1	0	0	0	0	56.5	56	0	1	0	0	0	0	0	1.0	1
29	4	0	0	0	0	0	33.0	33	1	0	0	0	0	0	0	1.0	1
34	6	0	0	0	0	0	40.0	40	0	0	0	0	0	0	0	0.0	0
145	26	2	0	0	0	0	174	173	1	1	0	0	0	0	0	2	2
28	7	0	0	0	0	0	35.0	35	0	0	0	0	0	0	0	0.0	0
37	4	2	1	0	0	0	46.3	44	0	0	0	0	0	0	0	0.0	0
28	4	1	1	0	0	0	35.8	34	0	0	0	0	0	0	0	0.0	0
21	2	1	0	0	0	0	24.5	24	1	0	0	0	0	0	0	1.0	1
114	17	4	2	0	0	0	142	137	1	0	0	0	0	0	0	1	1
21	0	1	0	0	0	0	22.5	22	0	0	0	0	0	0	0	0.0	0
28	3	4	1	0	0	0	39.3	36	0	0	0	0	0	0	0	0.0	0
49	3	5	1	0	0	0	62	58	0	0	0	0	0	0	0	0	0
354	62	11	3	0	0	0	440	430	3	2	0	0	0	0	0	5	5
19	0	0	0	0	0	0	19.0	19	1	0	0	0	0	0	0	1.0	1
14	6	0	0	0	0	1	20.4	21	0	0	0	0	0	0	0	0.0	0
33	6	0	0	0	0	1	39	40	1	0	0	0	0	0	0	1	1
26	3	0	0	0	0	1	29.4	30	0	0	0	0	0	0	0	0.0	0
25	6	2	1	0	0	0	36.3	34	0	0	0	0	0	0	0	0.0	0
20	4	3	0	0	0	0	28.5	27	1	0	0	0	0	0	0	1.0	1
20	3	0	0	0	0	1	23.4	24	0	0	0	0	0	0	1	0.4	1
91	16	5	1	0	0	2	118	115	1	0	0	0	0	0	1	1	2
23	3	0	0	0	0	0	26.0	26	1	0	0	0	0	0	0	1.0	1
30	4	0	0	0	0	1	34.4	35	0	0	0	0	0	0	0	0.0	0
25	4	1	0	0	0	0	30.5	30	0	0	0	0	0	0	0	0.0	0
26	0	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0.0	0
104	11	1	0	0	0	1	117	117	1	0	0	0	0	0	0	1	1
25	0	1	0	0	0	1	26.9	27	0	0	0	0	0	0	0	0.0	0
32	2	0	0	0	0	0	34.0	34	1	0	0	0	0	0	0	1.0	1
57	2	1	0	0	0	1	61	61	1	0	0	0	0	0	0	1	1
285	35	7	1	0	0	5	335	333	4	0	0	0	0	0	1	4	5

TIME	From B									To B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	93	34	6	31	0	0	0	207.3	164	50	12	5	11	1	0	1	97.2	80
06:45 - 07:00	132	35	5	9	0	0	1	195.6	182	61	12	7	14	1	0	1	118.1	96
Hourly Total	225	69	11	40	0	0	1	403	346	111	24	12	25	2	0	2	216	176
07:00 - 07:15	159	48	4	20	0	0	6	261.4	237	60	22	4	12	0	0	0	115.6	98
07:15 - 07:30	211	39	2	22	0	0	4	305.2	278	79	33	6	7	0	0	2	137.9	127
07:30 - 07:45	163	29	6	14	0	0	1	233.6	213	79	25	6	4	0	0	5	124.2	119
07:45 - 08:00	146	31	3	17	0	0	2	221.4	199	72	25	2	8	0	0	2	119.2	109
Hourly Total	679	147	15	73	0	0	13	1022	927	290	105	18	31	0	0	9	497	453
08:00 - 08:15	131	35	6	11	0	0	0	200.3	183	73	19	6	6	0	0	1	115.2	105
08:15 - 08:30	152	25	3	17	0	0	1	221.0	198	74	27	6	8	0	0	0	128.4	115
08:30 - 08:45	114	28	5	14	0	0	1	182.1	162	70	22	2	9	0	0	0	115.7	103
08:45 - 09:00	121	16	5	8	0	0	0	162.9	150	71	18	7	3	0	0	1	106.8	100
Hourly Total	518	104	19	50	0	0	2	767	693	288	86	21	26	0	0	2	467	423
09:00 - 09:15	66	16	1	9	0	0	0	104.2	92	65	19	7	6	0	0	0	108.3	97
09:15 - 09:30	135	14	4	11	0	0	0	180.3	164	44	15	7	8	0	0	1	88.3	75
Hourly Total	201	30	5	20	0	0	0	285	256	109	34	14	14	0	0	1	196	172
Session Total	1623	350	50	183	0	0	16	2477	2222	798	249	65	96	2	0	14	1376	1224
15:30 - 15:45	85	15	2	4	0	0	0	112.2	106	105	38	11	18	0	0	1	201.3	173
15:45 - 16:00	91	23	3	5	0	0	2	130.8	124	111	32	4	10	0	0	2	172.8	159
Hourly Total	176	38	5	9	0	0	2	244	230	216	70	15	28	0	0	3	374	332
16:00 - 16:15	93	21	4	4	0	0	1	129.6	123	126	27	8	10	0	0	0	188.0	171
16:15 - 16:30	100	23	6	3	0	0	1	139.3	133	131	32	6	20	0	0	2	218.8	191
16:30 - 16:45	104	13	7	2	0	0	0	132.1	126	168	27	4	13	0	1	1	231.5	214
16:45 - 17:00	99	14	3	3	0	0	4	126.0	123	139	30	4	14	0	0	4	208.8	191
Hourly Total	396	71	20	12	0	0	6	527	505	564	116	22	57	0	1	7	847	767
17:00 - 17:15	106	15	4	4	0	0	1	136.6	130	162	35	0	10	0	0	1	220.4	208
17:15 - 17:30	101	10	1	3	0	0	1	119.8	116	168	34	4	14	0	0	4	241.8	224
17:30 - 17:45	98	13	4	3	0	0	0	123.9	118	156	24	4	14	0	0	0	218.2	198
17:45 - 18:00	93	6	8	2	0	0	1	116.0	110	155	12	3	13	0	0	2	202.2	185
Hourly Total	398	44	17	12	0	0	3	497	474	641	105	11	51	0	0	7	883	815
18:00 - 18:15	109	7	5	3	0	0	2	131.2	126	119	21	0	15	0	0	3	175.7	158
18:15 - 18:30	85	7	2	2	0	0	1	100.0	97	132	21	2	15	0	0	0	190.5	170
Hourly Total	194	14	7	5	0	0	3	232	223	251	42	2	30	0	0	3	366	328
Session Total	1164	167	49	38	0	0	14	1500	1432	1672	333	50	166	0	1	20	2470	2242



Tendring District, Essex - Manual Traffic Survey: Friday, 05 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: C - B1035

TIME	C to D									C to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	1	3	1	0	0	0	0	5.5	5	17	5	0	0	0	0	0	22.0	22
06:45 - 07:00	2	1	0	0	0	0	1	3.4	4	26	9	1	0	0	0	1	36.9	37
Hourly Total	3	4	1	0	0	0	1	9	9	43	14	1	0	0	0	1	59	59
07:00 - 07:15	4	3	0	0	0	0	0	7.0	7	42	10	1	0	1	0	1	55.9	55
07:15 - 07:30	3	1	1	0	0	0	0	5.5	5	42	14	1	0	0	0	2	58.3	59
07:30 - 07:45	7	1	1	0	0	0	0	9.5	9	30	11	0	0	1	0	0	43.0	42
07:45 - 08:00	14	2	0	0	0	0	0	16.0	16	38	12	2	0	0	0	0	53.0	52
Hourly Total	28	7	2	0	0	0	0	38	37	152	47	4	0	2	0	3	210	208
08:00 - 08:15	8	1	2	0	0	0	0	12.0	11	33	10	0	0	0	0	0	43.0	43
08:15 - 08:30	7	2	0	1	0	0	0	11.3	10	27	4	0	0	0	0	0	31.0	31
08:30 - 08:45	5	1	0	1	0	0	0	8.3	7	33	7	0	0	0	0	0	40.0	40
08:45 - 09:00	9	0	1	0	0	0	0	10.5	10	24	5	2	1	0	0	0	34.3	32
Hourly Total	29	4	3	2	0	0	0	43	38	117	26	2	1	0	0	0	148	146
09:00 - 09:15	7	1	0	0	0	0	0	8.0	8	29	5	1	0	0	1	1	36.1	37
09:15 - 09:30	7	1	0	2	0	0	0	12.6	10	30	3	1	0	0	0	0	34.5	34
Hourly Total	14	2	0	2	0	0	0	21	18	59	8	2	0	0	1	1	70	71
Session Total	74	17	6	4	0	0	1	111	102	371	95	9	1	2	1	5	487	484
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2	47	8	1	1	0	0	0	58.8	57
15:45 - 16:00	6	0	0	0	0	0	0	6.0	6	40	5	0	0	0	0	0	45.0	45
Hourly Total	8	0	0	0	0	0	0	8	8	87	13	1	1	0	0	0	104	102
16:00 - 16:15	18	1	0	0	0	0	0	19.0	19	32	2	1	0	1	0	0	37.5	36
16:15 - 16:30	30	1	0	0	0	0	0	31.0	31	42	8	1	0	0	0	0	51.5	51
16:30 - 16:45	43	1	0	0	0	0	0	44.0	44	35	12	0	0	0	0	0	47.0	47
16:45 - 17:00	34	6	0	0	0	0	0	40.0	40	42	10	2	0	0	0	1	55.4	55
Hourly Total	125	9	0	0	0	0	0	134	134	151	32	4	0	1	0	1	191	189
17:00 - 17:15	27	1	0	0	0	0	0	28.0	28	39	3	0	0	0	0	0	42.0	42
17:15 - 17:30	15	0	0	0	0	0	0	15.0	15	34	4	0	0	0	0	0	38.0	38
17:30 - 17:45	19	0	0	0	0	0	0	19.0	19	29	3	0	0	0	0	2	32.8	34
17:45 - 18:00	13	0	0	0	0	0	0	13.0	13	20	6	1	0	0	0	2	28.3	29
Hourly Total	74	1	0	0	0	0	0	75	75	122	16	1	0	0	0	4	142	143
18:00 - 18:15	14	0	0	0	0	0	0	14.0	14	28	2	0	0	0	0	1	30.4	31
18:15 - 18:30	13	0	0	0	0	0	0	13.0	13	25	4	0	0	0	0	0	29.0	29
Hourly Total	27	0	0	0	0	0	0	27	27	53	6	0	0	0	0	1	59	60
Session Total	234	10	0	0	0	0	0	244	244	413	67	6	1	1	0	6	496	494

TIME	From C									To C								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	20	9	2	0	0	0	0	32.0	31	9	3	0	0	0	0	1	12.4	13
06:45 - 07:00	31	10	1	0	0	0	2	43.3	44	13	6	1	0	0	0	0	20.5	20
Hourly Total	51	19	3	0	0	0	2	76	75	22	9	1	0	0	0	1	33	33
07:00 - 07:15	53	14	1	0	1	0	1	70.9	70	17	9	1	0	0	0	1	27.9	28
07:15 - 07:30	49	18	2	0	0	0	3	71.2	72	29	8	1	0	0	0	0	38.5	38
07:30 - 07:45	39	14	1	0	1	0	0	56.5	55	33	13	1	1	0	0	0	49.8	48
07:45 - 08:00	56	16	2	0	0	0	0	75.0	74	34	9	1	0	0	0	2	45.3	46
Hourly Total	197	62	6	0	2	0	4	274	271	113	39	4	1	0	0	3	161	160
08:00 - 08:15	48	14	2	0	0	0	0	65.0	64	30	6	1	0	0	0	2	38.3	39
08:15 - 08:30	42	6	1	1	0	0	0	51.8	50	38	12	0	0	0	0	0	50.0	50
08:30 - 08:45	42	10	1	2	0	0	0	58.1	55	39	11	2	2	0	0	0	57.6	54
08:45 - 09:00	37	7	3	1	0	0	0	50.8	48	56	14	1	2	0	0	2	76.9	75
Hourly Total	169	37	7	4	0	0	0	226	217	163	43	4	4	0	0	4	223	218
09:00 - 09:15	38	7	2	0	0	1	1	48.6	49	40	9	0	0	0	0	0	49.0	49
09:15 - 09:30	37	5	1	2	0	0	0	48.1	45	51	6	1	1	0	0	0	60.8	59
Hourly Total	75	12	3	2	0	1	1	97	94	91	15	1	1	0	0	0	110	108
Session Total	492	130	19	6	2	1	7	673	657	389	106	10	6	0	0	8	527	519
15:30 - 15:45	53	11	1	1	0	0	0	67.8	66	49	11	1	0	0	0	1	61.9	62
15:45 - 16:00	56	6	0	0	0	0	0	62.0	62	54	17	0	2	0	0	3	76.8	76
Hourly Total	109	17	1	1	0	0	0	130	128	103	28	1	2	0	0	4	140	138
16:00 - 16:15	55	4	2	1	1	0	0	66.3	63	52	13	2	0	0	0	0	68.0	67
16:15 - 16:30	78	14	2	0	0	0	0	95.0	94	65	20	1	2	0	0	0	91.1	88
16:30 - 16:45	88	18	0	1	0	0	0	108.3	107	72	20	0	0	1	0	1	94.4	94
16:45 - 17:00	80	16	2	1	0	0	1	101.7	100	64	14	4	3	0	0	0	90.9	85
Hourly Total	301	52	6	3	1	0	1	371	364	253	67	7	5	1	0	1	345	334
17:00 - 17:15	74	9	0	1	0	0	0	85.3	84	88	18	0	0	0	0	1	106.4	107
17:15 - 17:30	55	7	0	0	0	0	0	62.0	62	69	11	0	0	0	0	1	80.4	81
17:30 - 17:45	57	6	0	0	0	0	2	63.8	65	62	8	2	0	0	0	1	73.4	73
17:45 - 18:00	39	6	1	0	0	0	2	47.3	48	60	6	0	2	0	0	2	71.4	70
Hourly Total	225	28	1	1	0	0	4	259	259	279	43	2	2	0	0	5	332	331
18:00 - 18:15	46	2	0	0	0	0	1	48.4	49	47	8	0	0	0	0	0	55.0	55
18:15 - 18:30	45	6	0	0	0	0	0	51.0	51	41	3	0	1	0	0	0	46.3	45
Hourly Total	91	8	0	0	0	0	1	99	100	88	11	0	1	0	0	0	101	100
Session Total	726	105	8	5	1	0	6	859	851	723	149	10	10	1	0	10	918	903



Tendring District, Essex - Manual Traffic Survey: Friday, 05 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: D - (West) A120

TIME	D to A									D to B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	11	3	0	0	0	0	0	14.0	14	33	9	4	11	1	0	0	75.3	58
06:45 - 07:00	6	4	1	0	0	0	0	11.5	11	47	9	7	13	1	0	1	98.8	78
Hourly Total	17	7	1	0	0	0	0	26	25	80	18	11	24	2	0	1	174	136
07:00 - 07:15	12	8	1	0	0	0	0	21.5	21	44	17	4	12	0	0	0	94.6	77
07:15 - 07:30	13	5	1	3	0	0	0	26.4	22	55	26	6	7	0	0	1	106.5	95
07:30 - 07:45	10	6	1	3	0	0	0	24.4	20	51	21	6	4	0	0	4	91.8	86
07:45 - 08:00	18	4	1	0	0	0	1	23.9	24	47	20	0	8	0	0	2	86.2	77
Hourly Total	53	23	4	6	0	0	1	96	87	197	84	16	31	0	0	7	379	335
08:00 - 08:15	21	6	0	4	0	0	0	36.2	31	49	15	5	6	0	0	0	85.3	75
08:15 - 08:30	16	8	2	4	0	0	1	36.6	31	45	25	4	8	0	0	0	94.4	82
08:30 - 08:45	14	5	1	3	0	0	0	27.4	23	46	18	1	7	0	0	0	81.6	72
08:45 - 09:00	16	5	2	0	0	0	0	24.0	23	40	14	6	3	0	0	0	69.9	63
Hourly Total	67	24	5	11	0	0	1	124	108	180	72	16	24	0	0	0	331	292
09:00 - 09:15	14	3	0	1	0	0	0	19.3	18	44	12	5	6	0	0	0	77.3	67
09:15 - 09:30	14	8	1	1	0	0	0	25.8	24	28	12	6	8	0	0	0	67.4	54
Hourly Total	28	11	1	2	0	0	0	46	42	72	24	11	14	0	0	0	145	121
Session Total	165	65	11	19	0	0	2	292	262	529	198	54	93	2	0	8	1029	884
15:30 - 15:45	17	1	0	1	0	0	0	20.3	19	85	30	9	18	0	0	1	170.3	143
15:45 - 16:00	11	0	1	0	0	0	0	12.5	12	82	26	3	10	0	0	1	135.9	122
Hourly Total	28	1	1	1	0	0	0	33	31	167	56	12	28	0	0	2	306	265
16:00 - 16:15	21	4	1	0	0	0	0	26.5	26	83	18	6	9	0	0	0	130.7	116
16:15 - 16:30	24	3	0	0	0	0	0	27.0	27	104	23	5	20	0	0	2	181.3	154
16:30 - 16:45	19	4	2	2	0	0	0	30.6	27	112	21	3	12	0	1	0	165.3	149
16:45 - 17:00	23	1	0	0	0	0	0	24.0	24	115	25	4	13	0	0	3	177.1	160
Hourly Total	87	12	3	2	0	0	0	109	104	414	87	18	54	0	1	5	654	579
17:00 - 17:15	19	5	1	1	0	0	0	27.8	26	130	23	0	9	0	0	1	174.1	163
17:15 - 17:30	25	5	0	0	0	0	0	30.0	30	132	26	4	14	0	0	4	197.8	180
17:30 - 17:45	18	2	0	0	0	0	0	20.0	20	108	17	4	13	0	0	0	160.9	142
17:45 - 18:00	18	2	0	1	0	0	2	23.1	23	108	7	3	13	0	0	2	150.2	133
Hourly Total	80	14	1	2	0	0	2	102	99	478	73	11	49	0	0	7	684	618
18:00 - 18:15	18	2	0	1	0	0	0	22.3	21	90	18	0	15	0	0	1	142.9	124
18:15 - 18:30	17	2	0	1	0	0	1	21.7	21	97	19	1	15	0	0	0	152.0	132
Hourly Total	35	4	0	2	0	0	1	44	42	187	37	1	30	0	0	1	295	256
Session Total	230	31	5	7	0	0	3	288	276	1246	253	42	161	0	1	15	1939	1718

D to C									D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1	2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2	2
2	1	0	0	0	0	0	3.0	3	1	1	0	0	0	0	0	2.0	2
2	1	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	1.0	1
3	4	0	1	0	0	0	9.3	8	1	0	0	0	1	0	0	3.0	2
6	2	0	0	0	0	0	8.0	8	1	2	1	0	0	0	0	4.5	4
13	8	0	1	0	0	0	23	22	4	3	1	0	1	0	0	11	9
3	0	0	0	0	0	2	3.8	5	1	0	1	0	0	0	0	2.5	2
2	4	0	0	0	0	0	6.0	6	0	2	0	0	0	1	0	2.2	3
7	3	0	0	0	0	0	10.0	10	2	0	0	0	0	0	0	2.0	2
6	2	0	1	0	0	0	10.3	9	1	1	0	0	0	0	0	2.0	2
18	9	0	1	0	0	2	30	30	4	3	1	0	0	1	0	9	9
6	1	0	0	0	0	0	7.0	7	2	0	0	0	0	0	0	2.0	2
4	1	0	1	0	0	0	7.3	6	0	0	0	0	0	0	0	0.0	0
10	2	0	1	0	0	0	14	13	2	0	0	0	0	0	0	2	2
43	19	0	3	0	0	2	69	67	12	6	2	0	1	1	0	24	22
11	0	1	0	0	0	0	12.5	12	2	1	0	0	0	0	1	3.4	4
13	1	0	1	0	0	0	16.3	15	2	2	0	0	0	0	0	4.0	4
24	1	1	1	0	0	0	29	27	4	3	0	0	0	0	1	7	8
7	4	0	0	0	0	0	11.0	11	2	0	0	0	0	0	0	2.0	2
24	8	1	0	0	0	0	33.5	33	2	0	0	0	0	0	0	2.0	2
26	3	0	0	0	0	1	29.4	30	3	0	0	0	1	0	0	5.0	4
23	2	1	1	0	0	0	28.8	27	3	0	0	0	0	0	1	3.4	4
80	17	2	1	0	0	1	102	101	10	0	0	0	1	0	1	12	12
19	5	0	0	0	0	0	24.0	24	2	0	0	0	0	0	0	2.0	2
20	3	0	0	0	0	0	23.0	23	1	0	0	0	0	0	0	1.0	1
18	3	1	0	0	0	0	22.5	22	2	0	0	0	0	0	0	2.0	2
21	2	0	2	0	0	2	28.4	27	3	5	0	0	0	0	0	8.0	8
78	13	1	2	0	0	2	99	96	8	5	0	0	0	0	0	13	13
9	2	0	0	0	0	0	11.0	11	2	0	0	0	0	0	0	2.0	2
12	0	0	1	0	0	0	14.3	13	0	0	0	0	0	0	0	0.0	0
21	2	0	1	0	0	0	25	24	2	0	0	0	0	0	0	2	2
203	33	4	5	0	0	3	255	248	24	8	0	0	1	0	2	34	35

TIME	From D									To D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	45	12	4	11	1	0	0	90.3	73	89	35	7	31	0	0	0	205.8	162
06:45 - 07:00	56	13	8	13	1	0	1	113.3	92	101	29	5	9	0	0	3	159.4	147
Hourly Total	101	25	12	24	2	0	1	203	165	190	64	12	40	0	0	3	365	309
07:00 - 07:15	59	27	5	12	0	0	0	121.1	103	141	42	3	22	0	0	6	240.5	214
07:15 - 07:30	71	32	7	10	0	0	1	136.9	121	171	34	3	22	0	0	4	261.7	234
07:30 - 07:45	65	31	7	8	1	0	4	128.5	116	143	27	8	14	1	0	1	216.6	194
07:45 - 08:00	72	28	2	8	0	0	3	122.6	113	129	30	6	17	0	0	2	207.9	184
Hourly Total	267	118	21	38	1	0	8	509	453	584	133	20	75	1	0	13	927	826
08:00 - 08:15	74	21	6	10	0	0	2	127.8	113	124	34	10	12	0	0	0	200.6	180
08:15 - 08:30	63	39	6	12	0	1	1	139.2	122	134	25	1	17	0	1	1	200.2	179
08:30 - 08:45	69	26	2	10	0	0	0	121.0	107	112	23	4	14	0	0	2	174.0	155
08:45 - 09:00	63	22	8	4	0	0	0	106.2	97	124	16	6	10	0	0	0	172.0	156
Hourly Total	269	108	22	36	0	1	3	494	439	494	98	21	53	0	1	3	747	670
09:00 - 09:15	66	16	5	7	0	0	0	105.6	94	78	16	1	11	0	0	0	120.8	106
09:15 - 09:30	46	21	7	10	0	0	0	100.5	84	120	15	4	14	0	0	0	173.2	153
Hourly Total	112	37	12	17	0	0	0	206	178	198	31	5	25	0	0	0	295	259
Session Total	749	288	67	115	3	1	12	1412	1235	1466	326	58	193	1	1	19	2334	2064
15:30 - 15:45	115	32	10	19	0	0	2	206.5	178	82	20	2	5	0	0	1	116.9	110
15:45 - 16:00	108	29	4	11	0	0	1	168.7	153	91	18	3	5	0	0	1	125.4	118
Hourly Total	223	61	14	30	0	0	3	375	331	173	38	5	10	0	0	2	243	228
16:00 - 16:15	113	26	7	9	0	0	0	170.2	155	94	21	4	5	0	0	0	132.5	124
16:15 - 16:30	154	34	6	20	0	0	2	243.8	216	112	22	4	2	1	0	1	147.0	142
16:30 - 16:45	160	28	5	14	1	1	1	230.3	210	133	15	5	2	1	0	0	162.1	156
16:45 - 17:00	164	28	5	14	0	0	4	233.3	215	126	21	2	2	0	0	4	156.2	155
Hourly Total	591	116	23	57	1	1	7	878	796	465	79	15	11	2	0	5	598	577
17:00 - 17:15	170	33	1	10	0	0	1	227.9	215	121	15	4	4	0	0	2	152.0	146
17:15 - 17:30	178	34	4	14	0	0	4	251.8	234	92	5	1	4	0	0	0	107.7	102
17:30 - 17:45	146	22	5	13	0	0	0	205.4	186	97	11	4	3	0	0	0	120.9	115
17:45 - 18:00	150	16	3	16	0	0	6	209.7	191	87	13	9	2	0	0	1	118.5	112
Hourly Total	644	105	13	53	0	0	11	895	826	397	44	18	13	0	0	3	499	475
18:00 - 18:15	119	22	0	16	0	0	1	178.2	158	112	7	4	3	0	0	1	132.3	127
18:15 - 18:30	126	21	1	17	0	0	1	188.0	166	72	5	2	3	0	0	1	87.3	83
Hourly Total	245	43	1	33	0	0	2	367	324	184	12	6	6	0	0	2	220	210
Session Total	1703	325	51	173	1	1	23	2515	2277	1219	173	44	40	2	0	12	1560	1490



Tendring District, Essex - Queue Length Survey: Friday, 05 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Survey Period	A - B1035 Clacton Road		B - (East) A120		C - B1035		D - (West) A120	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
06:30 - 06:35	0	0	6	3	3	0	0	0
06:35 - 06:40	2	1	0	1	1	0	0	0
06:40 - 06:45	2	2	4	0	3	0	1	1
06:45 - 06:50	1	0	3	2	1	0	1	0
06:50 - 06:55	1	0	0	1	2	1	2	0
06:55 - 07:00	3	2	2	1	2	0	3	0
07:00 - 07:05	1	1	3	2	4	0	4	1
07:05 - 07:10	1	1	3	2	9	1	4	1
07:10 - 07:15	2	0	15	4	5	0	1	1
07:15 - 07:20	3	1	3	1	11	1	7	0
07:20 - 07:25	2	1	7	0	17	1	6	0
07:25 - 07:30	4	1	9	0	7	0	2	1
07:30 - 07:35	2	0	4	0	3	0	1	0
07:35 - 07:40	3	1	6	2	13	1	5	1
07:40 - 07:45	2	1	10	2	11	2	4	2
07:45 - 07:50	3	0	1	2	5	0	3	0
07:50 - 07:55	2	0	5	2	18	0	5	0
07:55 - 08:00	2	1	5	0	18	1	5	3
08:00 - 08:05	7	0	12	4	13	1	2	0
08:05 - 08:10	1	0	8	4	12	0	5	0
08:10 - 08:15	2	1	5	1	7	2	3	0
08:15 - 08:20	4	0	4	1	2	1	4	1
08:20 - 08:25	9	1	5	1	5	0	3	3
08:25 - 08:30	2	0	8	2	8	1	4	1
08:30 - 08:35	4	2	15	1	4	2	2	0
08:35 - 08:40	2	1	7	2	11	1	2	2
08:40 - 08:45	5	1	25	4	8	1	3	0
08:45 - 08:50	6	0	12	1	2	0	0	0
08:50 - 08:55	2	1	1	0	6	0	2	0
08:55 - 09:00	3	0	7	0	2	0	0	0
09:00 - 09:05	2	2	1	1	3	0	0	1
09:05 - 09:10	1	2	8	2	4	0	3	0
09:10 - 09:15	4	3	1	4	2	0	0	0
09:15 - 09:20	3	1	4	1	6	0	1	0
09:20 - 09:25	1	0	9	2	1	1	1	0
09:25 - 09:30	3	0	2	4	4	0	1	0
15:30 - 15:35	8	1	5	2	5	0	8	0
15:35 - 15:40	5	2	3	0	6	0	5	0
15:40 - 15:45	7	1	3	2	3	0	5	0
15:45 - 15:50	9	1	9	5	4	0	2	0
15:50 - 15:55	6	1	2	2	2	0	4	3
15:55 - 16:00	2	1	3	2	1	0	0	1
16:00 - 16:05	8	0	1	1	1	0	6	2
16:05 - 16:10	8	2	4	0	3	0	3	0
16:10 - 16:15	3	0	1	1	4	0	3	0
16:15 - 16:20	4	2	9	2	8	0	5	3
16:20 - 16:25	7	0	10	3	4	0	10	2
16:25 - 16:30	15	1	2	2	2	0	10	0
16:30 - 16:35	7	1	5	2	6	1	8	6
16:35 - 16:40	9	2	3	1	9	0	4	2
16:40 - 16:45	10	2	6	3	2	0	2	1
16:45 - 16:50	8	2	1	1	9	1	5	3
16:50 - 16:55	5	3	3	3	9	1	5	3
16:55 - 17:00	4	1	0	0	4	0	3	2
17:00 - 17:05	13	3	4	3	4	0	4	2
17:05 - 17:10	7	1	4	1	3	0	6	1
17:10 - 17:15	11	2	4	2	3	1	3	2
17:15 - 17:20	6	0	3	1	3	0	4	1
17:20 - 17:25	9	2	1	6	7	0	10	2
17:25 - 17:30	17	3	4	3	5	0	3	3
17:30 - 17:35	2	0	1	1	3	0	3	1
17:35 - 17:40	8	2	1	3	5	0	4	3
17:40 - 17:45	8	0	1	1	6	0	6	2
17:45 - 17:50	9	1	9	2	0	0	5	6
17:50 - 17:55	7	1	1	1	1	0	7	2
17:55 - 18:00	5	0	1	0	1	0	3	1
18:00 - 18:05	6	1	2	0	3	0	2	1
18:05 - 18:10	18	0	4	0	1	0	3	1
18:10 - 18:15	8	1	2	3	3	0	6	1
18:15 - 18:20	3	1	0	0	1	0	2	1
18:20 - 18:25	4	1	0	0	1	0	3	1
18:25 - 18:30	8	1	2	2	1	0	7	1



Tendring District, Essex: Queue Length Survey - Monday, 08 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: A - B1035 Clacton Road

TIME	A to B									A to C									CAR
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	
06:30 - 06:45	6	0	0	0	0	0	0	6.0	6	6	2	0	0	0	1	0	8.2	9	13
06:45 - 07:00	9	1	0	0	0	0	0	10.0	10	7	4	0	1	0	0	0	13.3	12	8
Hourly Total	15	1	0	0	0	0	0	16	16	13	6	0	1	0	1	0	21	21	21
07:00 - 07:15	10	4	0	0	0	0	0	14.0	14	8	6	0	0	0	0	0	14.0	14	13
07:15 - 07:30	14	3	0	0	0	0	0	17.0	17	15	10	0	0	0	0	1	25.4	26	17
07:30 - 07:45	27	6	0	1	0	0	1	35.7	35	18	9	0	0	0	0	1	27.4	28	19
07:45 - 08:00	14	5	1	1	0	0	0	22.8	21	14	4	0	0	0	0	0	18.0	18	23
Hourly Total	65	18	1	2	0	0	1	90	87	55	29	0	0	0	0	2	85	86	72
08:00 - 08:15	14	4	1	1	0	0	1	22.2	21	21	5	0	0	0	0	0	26.0	26	21
08:15 - 08:30	13	3	1	1	0	0	0	19.8	18	13	4	0	0	0	0	0	17.0	17	15
08:30 - 08:45	12	4	0	0	0	0	0	16.0	16	21	7	0	1	0	0	0	30.3	29	16
08:45 - 09:00	16	1	0	0	0	0	0	17.0	17	18	4	2	0	0	0	0	25.0	24	17
Hourly Total	55	12	2	2	0	0	1	75	72	73	20	2	1	0	0	0	98	96	69
09:00 - 09:15	12	3	0	0	0	0	0	15.0	15	12	2	1	0	0	0	0	15.5	15	15
09:15 - 09:30	6	8	0	0	0	0	0	14.0	14	20	6	1	1	0	0	1	30.2	29	13
Hourly Total	18	11	0	0	0	0	0	29	29	32	8	2	1	0	0	1	45	44	28
Session Total	153	42	3	4	0	0	2	210	204	173	63	4	3	0	1	3	249	247	190
15:30 - 15:45	19	4	0	0	0	0	0	23.0	23	30	10	2	1	0	0	1	45.7	44	7
15:45 - 16:00	20	3	0	1	0	0	1	25.7	25	24	7	0	0	0	0	0	31.0	31	11
Hourly Total	39	7	0	1	0	0	1	48	48	54	17	2	1	0	0	1	76	75	18
16:00 - 16:15	25	9	0	0	0	0	0	34.0	34	31	11	0	0	0	0	0	42.0	42	21
16:15 - 16:30	27	17	2	1	0	0	0	49.3	47	30	9	1	0	0	0	0	40.5	40	16
16:30 - 16:45	30	7	1	0	0	0	0	38.5	38	39	13	0	0	0	0	0	52.0	52	16
16:45 - 17:00	38	8	1	0	0	0	0	47.5	47	30	18	0	0	0	0	0	48.0	48	11
Hourly Total	120	41	4	1	0	0	0	169	166	130	51	1	0	0	0	0	183	182	64
17:00 - 17:15	36	4	0	0	0	0	0	40.0	40	35	15	1	0	0	0	0	51.5	51	26
17:15 - 17:30	45	4	0	1	0	0	1	51.7	51	33	4	0	0	0	0	0	37.0	37	21
17:30 - 17:45	45	4	0	0	0	0	1	49.4	50	34	5	0	0	0	0	2	39.8	41	17
17:45 - 18:00	31	1	0	0	0	0	0	32.0	32	27	2	1	0	0	0	0	30.5	30	13
Hourly Total	157	13	0	1	0	0	2	173	173	129	26	2	0	0	0	2	159	159	77
18:00 - 18:15	29	3	0	2	0	0	0	36.6	34	27	0	0	0	0	0	1	27.4	28	18
18:15 - 18:30	26	1	0	0	0	0	0	27.0	27	19	2	0	0	0	0	0	21.0	21	7
Hourly Total	55	4	0	2	0	0	0	64	61	46	2	0	0	0	0	1	48	49	25
Session Total	371	65	4	5	0	0	3	454	448	359	96	5	1	0	0	4	466	465	184

A to D								A to A								
LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
7	2	0	0	0	0	23.0	22	0	0	0	0	0	0	0	0.0	0
5	2	0	0	0	0	16.0	15	0	0	0	0	0	0	0	0.0	0
12	4	0	0	0	0	39	37	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	19.3	18	0	0	0	0	0	0	0	0.0	0
3	2	1	0	0	0	25.3	23	0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0.0	0
4	0	0	0	0	1	27.4	28	0	0	0	0	0	0	0	0.0	0
14	2	2	0	0	1	94	91	0	0	0	0	0	0	0	0	0
4	1	1	0	0	0	28.8	27	0	0	0	0	0	0	0	0.0	0
1	3	1	0	0	0	22.8	20	0	0	0	0	0	0	0	0.0	0
1	0	1	0	0	0	19.3	18	1	0	0	0	0	0	0	1.0	1
3	1	0	0	0	0	21.5	21	0	0	0	0	0	0	0	0.0	0
9	5	3	0	0	0	93	86	1	0	0	0	0	0	0	1	1
1	1	2	0	0	0	22.1	19	0	0	0	0	0	0	0	0.0	0
4	1	0	0	0	0	18.5	18	0	0	0	0	0	0	0	0.0	0
5	2	2	0	0	0	41	37	0	0	0	0	0	0	0	0	0
40	13	7	0	0	1	267	251	1	0	0	0	0	0	0	1	1
4	0	1	0	0	0	13.3	12	0	2	0	0	0	0	0	2.0	2
4	1	1	0	0	0	18.8	17	0	0	0	0	0	0	0	0.0	0
8	1	2	0	0	0	33	29	0	2	0	0	0	0	0	2	2
4	0	1	0	0	0	27.3	26	0	0	0	0	0	0	0	0.0	0
8	1	2	0	0	0	30.1	27	0	0	0	0	0	0	0	0.0	0
7	0	0	0	0	0	23.0	23	1	0	0	0	0	0	0	1.0	1
2	0	1	0	0	0	15.3	14	0	0	0	0	0	0	0	0.0	0
21	1	4	0	0	0	96	90	1	0	0	0	0	0	0	1	1
8	0	0	0	0	1	34.4	35	0	0	0	0	0	0	0	0.0	0
8	0	0	0	0	0	29.0	29	0	0	0	0	0	0	0	0.0	0
2	0	1	0	0	3	22.5	23	0	0	0	0	0	0	0	0.0	0
4	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
22	0	1	0	0	4	103	104	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	1	7.4	8	0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	1	27	28	0	0	0	0	0	0	0	0	0
53	2	7	0	0	5	259	251	1	2	0	0	0	0	0	3	3

TIME	CAR
06:30 - 06:45	25
06:45 - 07:00	24
Hourly Total	49
07:00 - 07:15	31
07:15 - 07:30	46
07:30 - 07:45	64
07:45 - 08:00	51
Hourly Total	192
08:00 - 08:15	56
08:15 - 08:30	41
08:30 - 08:45	50
08:45 - 09:00	51
Hourly Total	198
09:00 - 09:15	39
09:15 - 09:30	39
Hourly Total	78
Session Total	517
15:30 - 15:45	56
15:45 - 16:00	55
Hourly Total	111
16:00 - 16:15	77
16:15 - 16:30	73
16:30 - 16:45	86
16:45 - 17:00	79
Hourly Total	315
17:00 - 17:15	97
17:15 - 17:30	99
17:30 - 17:45	96
17:45 - 18:00	71
Hourly Total	363
18:00 - 18:15	74
18:15 - 18:30	52
Hourly Total	126
Session Total	915

From A								To A								
LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
9	2	0	0	1	0	37.2	37	32	16	2	2	0	0	1	56.0	53
10	2	1	0	0	0	39.3	37	53	16	0	0	0	0	0	69.0	69
19	4	1	0	1	0	76	74	85	32	2	2	0	0	1	125	122
14	0	1	0	0	0	47.3	46	70	27	3	0	1	0	0	103.5	101
16	2	1	0	0	1	67.7	66	118	33	4	0	0	0	3	158.2	158
18	0	1	0	0	2	85.1	85	73	25	1	3	0	0	0	106.4	102
13	1	1	0	0	1	68.2	67	93	20	2	1	0	0	0	118.3	116
61	3	4	0	0	4	269	264	354	105	10	4	1	0	3	486	477
13	2	2	0	0	1	77.0	74	57	16	5	2	0	0	0	85.1	80
8	4	2	0	0	0	59.6	55	73	9	2	0	0	0	2	85.8	86
12	0	2	0	0	0	66.6	64	61	19	3	1	0	0	0	86.8	84
8	3	0	0	0	0	63.5	62	42	15	4	1	0	0	0	65.3	62
41	9	6	0	0	1	267	255	233	59	14	4	0	0	2	323	312
6	2	2	0	0	0	52.6	49	30	12	1	5	1	0	0	57.0	49
18	2	1	0	0	1	62.7	61	39	8	1	2	0	0	1	53.5	51
24	4	3	0	0	1	115	110	69	20	2	7	1	0	1	110	100
145	20	14	0	1	6	727	703	741	216	28	17	2	0	7	1044	1011
20	2	2	0	0	1	84.0	81	48	10	0	2	0	0	0	62.6	60
14	1	2	0	0	1	75.5	73	50	12	2	0	0	0	2	65.8	66
34	3	4	0	0	2	160	154	98	22	2	2	0	0	2	129	126
24	0	1	0	0	0	103.3	102	40	12	1	1	0	2	1	56.6	57
34	4	3	0	0	0	119.9	114	62	13	0	2	1	0	0	81.6	78
27	1	0	0	0	0	114.5	114	71	14	0	2	0	0	0	89.6	87
28	1	1	0	0	0	110.8	109	68	11	0	2	0	0	0	83.6	81
113	6	5	0	0	0	449	439	241	50	1	7	1	2	1	311	303
27	1	0	0	0	1	125.9	126	62	11	2	0	0	0	1	76.4	76
16	0	1	0	0	1	117.7	117	81	9	1	1	0	0	2	94.6	94
11	0	1	0	0	6	111.7	114	69	6	0	0	0	0	1	75.4	76
7	1	0	0	0	0	79.5	79	60	4	0	0	0	0	1	64.4	65
61	2	2	0	0	8	435	436	272	30	3	1	0	0	5	311	311
5	0	2	0	0	1	84.0	82	54	5	0	0	0	1	0	59.2	60
3	0	0	0	0	1	55.4	56	50	8	0	0	0	0	0	58.0	58
8	0	2	0	0	2	140	138	104	13	0	0	0	1	0	117	118
216	11	13	0	0	12	1184	1167	715	115	6	10	1	3	8	868	858



Tendring District, Essex: Queue Length Survey - Monday, 08 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: B - (East) A120

TIME	B to C									B to D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	3	0	0	0	0	0	0	3.0	3	77	22	2	23	1	0	1	157.3	126
06:45 - 07:00	2	0	0	0	0	0	0	2.0	2	82	29	1	34	1	0	3	193.9	150
Hourly Total	5	0	0	0	0	0	0	5	5	159	51	3	57	2	0	4	352	276
07:00 - 07:15	9	2	0	0	0	0	0	11.0	11	134	27	3	33	0	0	4	243.0	201
07:15 - 07:30	5	1	0	0	0	0	0	6.0	6	139	35	4	5	0	0	4	193.1	187
07:30 - 07:45	7	3	0	0	0	0	0	10.0	10	175	29	9	13	0	0	1	247.8	227
07:45 - 08:00	4	3	0	1	0	0	0	9.3	8	115	32	5	12	0	0	0	182.1	164
Hourly Total	25	9	0	1	0	0	0	36	35	563	123	21	63	0	0	9	867	779
08:00 - 08:15	10	1	1	0	0	0	0	12.5	12	106	17	3	10	0	0	0	150.5	136
08:15 - 08:30	17	2	0	0	0	0	0	19.0	19	105	20	2	13	0	0	1	158.3	141
08:30 - 08:45	8	0	0	0	0	0	0	8.0	8	102	20	4	14	0	0	2	161.0	142
08:45 - 09:00	10	3	1	0	0	0	0	14.5	14	69	16	2	9	0	0	2	109.5	98
Hourly Total	45	6	2	0	0	0	0	54	53	382	73	11	46	0	0	5	580	517
09:00 - 09:15	10	1	0	0	0	0	0	11.0	11	75	14	7	9	0	0	0	120.2	105
09:15 - 09:30	12	1	0	0	0	0	0	13.0	13	64	7	3	14	0	0	0	107.7	88
Hourly Total	22	2	0	0	0	0	0	24	24	139	21	10	23	0	0	0	228	193
Session Total	97	17	2	1	0	0	0	119	117	1243	268	45	189	2	0	18	2027	1765
15:30 - 15:45	9	1	1	1	0	0	0	13.8	12	62	15	1	6	0	0	0	92.3	84
15:45 - 16:00	7	5	0	1	0	0	0	14.3	13	51	14	1	9	0	0	0	87.2	75
Hourly Total	16	6	1	2	0	0	0	29	25	113	29	2	15	0	0	0	180	159
16:00 - 16:15	11	7	1	0	0	0	0	19.5	19	38	13	6	8	0	0	0	78.4	65
16:15 - 16:30	8	1	0	0	0	0	0	9.0	9	57	6	0	2	0	0	1	68.0	66
16:30 - 16:45	6	2	0	0	0	0	0	8.0	8	73	11	2	3	0	0	2	94.7	91
16:45 - 17:00	15	1	2	0	0	0	0	19.0	18	90	24	8	5	1	0	0	139.5	128
Hourly Total	40	11	3	0	0	0	0	56	54	258	54	16	18	1	0	3	380	350
17:00 - 17:15	7	3	0	0	0	0	0	10.0	10	88	11	2	9	0	0	0	122.7	110
17:15 - 17:30	14	0	0	0	0	0	0	14.0	14	111	5	0	3	0	0	2	123.7	121
17:30 - 17:45	11	1	0	1	0	0	0	14.3	13	59	6	0	3	0	0	0	71.9	68
17:45 - 18:00	7	0	1	0	0	0	0	8.5	8	72	6	0	9	0	0	2	99.5	89
Hourly Total	39	4	1	1	0	0	0	47	45	330	28	2	24	0	0	4	418	388
18:00 - 18:15	10	2	0	0	0	0	0	12.0	12	64	7	4	9	0	0	3	98.9	87
18:15 - 18:30	7	2	0	0	0	0	0	9.0	9	62	5	3	4	0	0	1	81.1	75
Hourly Total	17	4	0	0	0	0	0	21	21	126	12	7	13	0	0	4	181	162
Session Total	112	25	5	3	0	0	0	153	145	827	123	27	70	1	0	11	1159	1059

TIME	From B									To B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	92	28	3	23	1	0	1	179.8	148	43	13	1	0	1	0	0	59.5	58
06:45 - 07:00	106	32	1	34	1	0	3	220.9	177	60	15	5	7	1	0	1	101.0	89
Hourly Total	198	60	4	57	2	0	4	401	325	103	28	6	7	2	0	1	160	147
07:00 - 07:15	177	37	4	33	0	0	4	297.5	255	42	20	4	5	0	0	0	79.5	71
07:15 - 07:30	195	48	5	5	0	0	7	264.8	260	67	23	9	8	0	0	0	121.9	107
07:30 - 07:45	221	39	9	14	0	0	1	306.1	284	114	30	8	6	0	0	3	171.0	161
07:45 - 08:00	159	42	5	13	0	0	0	238.4	219	54	27	8	11	0	0	1	118.7	101
Hourly Total	752	166	23	65	0	0	12	1108	1018	277	100	29	30	0	0	4	492	440
08:00 - 08:15	137	21	6	11	0	0	0	192.3	175	61	24	4	4	0	0	3	101.4	96
08:15 - 08:30	157	23	2	13	0	0	1	213.3	196	78	24	7	7	0	0	0	128.6	116
08:30 - 08:45	137	27	5	14	0	0	2	204.5	185	70	15	5	6	0	0	0	106.3	96
08:45 - 09:00	93	25	5	9	0	0	2	147.0	134	60	18	4	3	0	0	1	91.3	86
Hourly Total	524	96	18	47	0	0	5	757	690	269	81	20	20	0	0	4	428	394
09:00 - 09:15	96	20	7	9	0	0	0	147.2	132	44	27	5	1	0	0	0	80.8	77
09:15 - 09:30	88	8	4	14	0	0	0	134.2	114	33	25	6	2	0	0	0	71.6	66
Hourly Total	184	28	11	23	0	0	0	282	246	77	52	11	3	0	0	0	153	143
Session Total	1658	350	56	192	2	0	21	2548	2279	726	261	66	60	2	0	9	1233	1124
15:30 - 15:45	86	20	2	7	0	0	0	125.1	115	94	31	5	14	0	0	6	167.1	150
15:45 - 16:00	70	22	1	10	0	0	1	116.9	104	116	14	4	19	0	0	1	180.1	154
Hourly Total	156	42	3	17	0	0	1	242	219	210	45	9	33	0	0	7	348	304
16:00 - 16:15	59	22	7	8	0	0	0	109.9	96	133	28	1	16	0	0	3	200.5	181
16:15 - 16:30	80	12	0	3	0	0	1	99.3	96	130	38	10	14	0	0	2	216.0	194
16:30 - 16:45	102	15	2	4	0	0	2	130.0	125	159	33	9	6	0	0	4	220.9	211
16:45 - 17:00	130	29	10	5	1	0	0	187.5	175	182	37	7	18	1	0	1	273.3	246
Hourly Total	371	78	19	20	1	0	3	527	492	604	136	27	54	1	0	10	911	832
17:00 - 17:15	115	14	2	9	0	0	1	153.1	141	189	40	1	19	0	0	1	274.6	250
17:15 - 17:30	150	6	0	3	0	0	3	164.1	162	216	34	5	8	0	0	2	276.7	265
17:30 - 17:45	90	8	0	4	0	0	1	107.6	103	184	20	2	20	0	0	2	253.8	228
17:45 - 18:00	94	8	1	9	0	0	2	125.0	114	168	33	1	18	0	0	0	243.9	220
Hourly Total	449	36	3	25	0	0	7	551	520	757	127	9	65	0	0	5	1050	963
18:00 - 18:15	96	12	4	9	0	0	3	135.9	124	163	19	0	17	0	0	3	222.3	202
18:15 - 18:30	81	9	3	4	0	0	1	104.1	98	139	20	2	14	0	0	3	195.4	178
Hourly Total	177	21	7	13	0	0	4	241	222	302	39	2	31	0	0	6	417	380
Session Total	1153	177	32	75	1	0	15	1561	1453	1873	347	47	183	1	0	28	2726	2479



Tendring District, Essex: Queue Length Survey - Monday, 08 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: C - B1035

TIME	C to D									C to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	3	0	1	0	0	0	0	4.5	4	16	8	1	0	0	0	0	25.5	25
06:45 - 07:00	7	1	0	0	0	0	0	8.0	8	26	11	0	0	0	0	0	37.0	37
Hourly Total	10	1	1	0	0	0	0	13	12	42	19	1	0	0	0	0	63	62
07:00 - 07:15	7	2	0	1	0	0	0	11.3	10	28	11	0	0	1	0	0	41.0	40
07:15 - 07:30	8	1	1	0	0	0	0	10.5	10	46	16	1	0	0	0	0	63.5	63
07:30 - 07:45	12	3	0	0	0	0	0	15.0	15	26	12	0	0	0	0	0	38.0	38
07:45 - 08:00	13	3	0	1	0	0	0	18.3	17	33	9	1	0	0	0	0	43.5	43
Hourly Total	40	9	1	2	0	0	0	56	52	133	48	2	0	1	0	0	186	184
08:00 - 08:15	10	5	0	0	0	0	0	15.0	15	26	11	0	0	0	0	0	37.0	37
08:15 - 08:30	15	2	0	2	0	0	0	21.6	19	25	7	1	0	0	0	1	33.9	34
08:30 - 08:45	9	1	0	0	0	0	0	10.0	10	26	7	0	0	0	0	0	33.0	33
08:45 - 09:00	8	2	0	0	0	0	0	10.0	10	16	2	1	1	0	0	0	21.8	20
Hourly Total	42	10	0	2	0	0	0	57	54	93	27	2	1	0	0	1	125	124
09:00 - 09:15	8	1	0	0	0	0	0	9.0	9	10	6	0	1	0	0	0	18.3	17
09:15 - 09:30	7	2	0	0	0	0	0	9.0	9	17	5	0	1	0	0	0	24.3	23
Hourly Total	15	3	0	0	0	0	0	18	18	27	11	0	2	0	0	0	43	40
Session Total	107	23	2	4	0	0	0	144	136	295	105	5	3	1	0	1	417	410
15:30 - 15:45	5	0	0	0	0	0	0	5.0	5	18	3	0	1	0	0	0	23.3	22
15:45 - 16:00	5	0	0	2	0	1	0	9.8	8	19	4	2	0	0	0	1	26.4	26
Hourly Total	10	0	0	2	0	1	0	15	13	37	7	2	1	0	0	1	49	48
16:00 - 16:15	5	1	0	1	0	0	0	8.3	7	18	7	0	0	0	2	1	25.8	28
16:15 - 16:30	8	0	2	0	0	0	0	11.0	10	27	5	0	0	1	0	0	34.0	33
16:30 - 16:45	8	2	0	1	0	0	0	12.3	11	28	7	0	0	0	0	0	35.0	35
16:45 - 17:00	7	2	0	0	0	0	0	9.0	9	27	1	0	1	0	0	0	30.3	29
Hourly Total	28	5	2	2	0	0	0	41	37	100	20	0	1	1	2	1	124	125
17:00 - 17:15	7	0	0	0	0	0	1	7.4	8	21	6	0	0	0	0	0	27.0	27
17:15 - 17:30	11	0	0	0	0	0	0	11.0	11	30	7	1	0	0	0	1	38.9	39
17:30 - 17:45	8	0	0	0	0	0	0	8.0	8	25	4	0	0	0	0	0	29.0	29
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1	25	1	0	0	0	0	0	26.0	26
Hourly Total	27	0	0	0	0	0	1	27	28	101	18	1	0	0	0	1	121	121
18:00 - 18:15	4	2	0	0	0	0	0	6.0	6	15	1	0	0	0	1	0	16.2	17
18:15 - 18:30	2	0	0	0	0	0	0	2.0	2	25	4	0	0	0	0	0	29.0	29
Hourly Total	6	2	0	0	0	0	0	8	8	40	5	0	0	0	1	0	45	46
Session Total	71	7	2	4	0	1	1	91	86	278	50	3	2	1	3	3	339	340

TIME	From C									To C								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	26	11	2	0	0	0	0	40.0	39	9	2	0	1	0	1	0	13.5	13
06:45 - 07:00	35	14	0	0	0	0	0	49.0	49	11	4	0	1	0	0	0	17.3	16
Hourly Total	61	25	2	0	0	0	0	89	88	20	6	0	2	0	1	0	31	29
07:00 - 07:15	36	14	0	1	1	0	0	54.3	52	19	9	0	0	0	0	0	28.0	28
07:15 - 07:30	56	21	2	0	0	0	0	80.0	79	21	12	0	0	0	0	1	33.4	34
07:30 - 07:45	45	17	0	0	0	0	0	62.0	62	26	12	0	1	0	0	1	40.7	40
07:45 - 08:00	52	16	1	1	0	0	0	71.8	70	27	8	0	1	0	0	1	37.7	37
Hourly Total	189	68	3	2	1	0	0	269	263	93	41	0	2	0	0	3	140	139
08:00 - 08:15	44	22	0	1	0	0	1	68.7	68	37	7	1	0	0	0	0	45.5	45
08:15 - 08:30	52	12	1	2	0	0	1	70.5	68	33	7	0	0	0	0	0	40.0	40
08:30 - 08:45	45	8	0	0	0	0	0	53.0	53	35	9	1	1	0	0	0	47.8	46
08:45 - 09:00	34	4	1	1	0	0	0	41.8	40	31	7	4	0	0	0	0	44.0	42
Hourly Total	175	46	2	4	0	0	2	234	229	136	30	6	1	0	0	0	177	173
09:00 - 09:15	22	11	0	1	0	0	0	35.3	34	27	4	1	0	0	0	0	32.5	32
09:15 - 09:30	28	9	0	2	0	0	0	41.6	39	40	7	1	1	0	0	1	51.2	50
Hourly Total	50	20	0	3	0	0	0	77	73	67	11	2	1	0	0	1	83	82
Session Total	475	159	7	9	1	0	2	669	653	316	88	8	6	0	1	4	431	423
15:30 - 15:45	38	5	0	2	0	0	0	47.6	45	47	11	3	2	0	0	1	67.5	64
15:45 - 16:00	33	5	2	4	0	1	1	50.8	46	37	17	0	1	0	0	0	56.3	55
Hourly Total	71	10	2	6	0	1	1	98	91	84	28	3	3	0	0	1	124	119
16:00 - 16:15	32	9	1	1	0	2	1	45.6	46	55	20	4	0	0	0	0	81.0	79
16:15 - 16:30	56	5	2	0	1	0	0	66.0	64	54	16	1	1	0	0	0	73.8	72
16:30 - 16:45	50	14	0	1	0	0	0	66.3	65	62	19	0	0	0	0	1	81.4	82
16:45 - 17:00	44	7	3	1	0	0	0	57.8	55	65	22	2	0	0	0	2	90.8	91
Hourly Total	182	35	6	3	1	2	1	235	230	236	77	7	1	0	0	3	327	324
17:00 - 17:15	43	7	0	1	0	0	2	53.1	53	64	24	1	0	0	0	0	89.5	89
17:15 - 17:30	55	10	1	0	0	0	1	66.9	67	74	10	1	0	0	0	0	85.5	85
17:30 - 17:45	46	5	0	0	0	0	0	51.0	51	66	9	1	1	0	0	3	80.0	80
17:45 - 18:00	40	2	1	0	0	0	0	43.5	43	48	6	2	0	0	0	0	57.0	56
Hourly Total	184	24	2	1	0	0	3	214	214	252	49	5	1	0	0	3	312	310
18:00 - 18:15	31	3	0	0	0	1	0	34.2	35	55	4	0	0	0	0	1	59.4	60
18:15 - 18:30	36	4	0	0	0	0	0	40.0	40	32	5	0	0	0	0	0	37.0	37
Hourly Total	67	7	0	0	0	1	0	74	75	87	9	0	0	0	0	1	96	97
Session Total	504	76	10	10	1	4	5	621	610	659	163	15	5	0	0	8	859	850



Tendring District, Essex: Queue Length Survey - Monday, 08 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: D - (West) A120

TIME	D to A									D to B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	4	2	0	2	0	0	1	11.0	9	30	10	1	0	1	0	0	43.5	42
06:45 - 07:00	5	2	0	0	0	0	0	7.0	7	49	12	5	7	1	0	1	87.0	75
Hourly Total	9	4	0	2	0	0	1	18	16	79	22	6	7	2	0	1	130	117
07:00 - 07:15	8	8	2	0	0	0	0	19.0	18	31	15	4	5	0	0	0	63.5	55
07:15 - 07:30	21	5	2	0	0	0	0	29.0	28	51	16	9	8	0	0	0	98.9	84
07:30 - 07:45	8	6	1	2	0	0	0	20.1	17	80	22	8	5	0	0	2	126.3	117
07:45 - 08:00	20	4	1	1	0	0	0	27.8	26	34	18	7	10	0	0	1	85.9	70
Hourly Total	57	23	6	3	0	0	0	96	89	196	71	28	28	0	0	3	374	326
08:00 - 08:15	10	2	3	1	0	0	0	18.8	16	39	14	3	2	0	0	1	62.5	59
08:15 - 08:30	13	1	1	0	0	0	1	15.9	16	53	18	6	6	0	0	0	93.8	83
08:30 - 08:45	7	5	2	1	0	0	0	17.3	15	48	11	5	6	0	0	0	80.3	70
08:45 - 09:00	12	7	1	0	0	0	0	20.5	20	34	17	4	3	0	0	1	64.3	59
Hourly Total	42	15	7	2	0	0	1	73	67	174	60	18	17	0	0	2	301	271
09:00 - 09:15	9	1	1	4	1	0	0	22.7	16	28	20	5	1	0	0	0	57.8	54
09:15 - 09:30	10	3	0	1	0	0	1	15.7	15	23	15	6	1	0	0	0	49.3	45
Hourly Total	19	4	1	5	1	0	1	39	31	51	35	11	2	0	0	0	108	99
Session Total	127	46	14	12	1	0	3	226	203	500	188	63	54	2	0	6	913	813
15:30 - 15:45	15	1	0	1	0	0	0	18.3	17	60	25	5	13	0	0	6	124.8	109
15:45 - 16:00	19	5	0	0	0	0	0	24.0	24	87	10	4	16	0	0	0	139.8	117
Hourly Total	34	6	0	1	0	0	0	42	41	148	37	6	0	9	9	9	265	218
16:00 - 16:15	12	3	1	1	0	0	0	18.8	17	99	18	0	16	0	0	3	155.0	136
16:15 - 16:30	20	3	0	1	0	0	0	25.3	24	82	21	8	13	0	0	2	145.7	126
16:30 - 16:45	19	5	0	1	0	0	0	26.3	25	115	21	8	6	0	0	4	163.4	154
16:45 - 17:00	16	6	0	1	0	0	0	24.3	23	134	25	3	18	1	0	1	207.3	182
Hourly Total	67	17	1	4	0	0	0	95	89	428	89	21	0	19	19	19	672	595
17:00 - 17:15	21	5	2	0	0	0	0	29.0	28	138	35	1	18	0	0	0	215.9	192
17:15 - 17:30	26	1	0	1	0	0	0	29.3	28	157	27	5	7	0	0	1	208.0	197
17:30 - 17:45	24	1	0	0	0	0	0	25.0	25	126	15	2	20	0	0	1	190.4	164
17:45 - 18:00	20	1	0	0	0	0	1	21.4	22	123	31	0	18	0	0	0	195.4	172
Hourly Total	91	8	2	1	0	0	1	104	103	546	107	11	0	8	8	8	810	688
18:00 - 18:15	17	1	0	0	0	0	0	18.0	18	123	16	0	15	0	0	3	174.7	157
18:15 - 18:30	13	2	0	0	0	0	0	15.0	15	104	19	2	14	0	0	3	159.4	142
Hourly Total	30	3	0	0	0	0	0	33	33	227	35	2	2	2	2	2	334	272
Session Total	222	34	3	6	0	0	1	274	266	1349	268	40	2	38	38	38	2081	1773

D to C									D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	1	0	0	0	2.3	1	2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
2	0	0	1	0	0	0	4	3	2	0	0	0	0	0	0	2	2
2	1	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	1.0	1
1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
1	0	0	1	0	0	0	3.3	2	2	0	0	0	1	0	0	4.0	3
9	1	0	0	0	0	1	10.4	11	1	0	0	0	0	0	0	1.0	1
13	3	0	1	0	0	1	18	18	4	0	0	0	1	0	0	6	5
6	1	0	0	0	0	0	7.0	7	3	0	0	1	0	0	0	5.3	4
3	1	0	0	0	0	0	4.0	4	0	1	0	0	0	0	0	1.0	1
6	2	1	0	0	0	0	9.5	9	3	1	0	1	0	0	0	6.3	5
3	0	1	0	0	0	0	4.5	4	5	1	0	0	0	0	0	6.0	6
18	4	2	0	0	0	0	25	24	11	3	0	2	0	0	0	19	16
5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
8	0	0	0	0	0	0	8.0	8	4	1	0	1	0	0	0	7.3	6
13	1	0	0	0	0	0	14	14	4	1	0	1	0	0	0	7	6
46	8	2	2	0	0	1	61	59	21	4	0	3	1	0	0	34	29
8	0	0	0	0	0	0	8.0	8	1	1	0	0	0	0	0	2.0	2
6	5	0	0	0	0	0	11.0	11	3	2	0	0	0	0	0	5.0	5
14	5	0	0	0	0	0	19	19	4	3	0	0	0	0	0	7	7
13	2	3	0	0	0	0	19.5	18	1	2	1	0	0	0	0	4.5	4
16	6	0	1	0	0	0	24.3	23	3	2	0	1	0	0	0	7.3	6
17	4	0	0	0	0	1	21.4	22	3	3	0	0	0	0	0	6.0	6
20	3	0	0	0	0	2	23.8	25	2	0	0	0	0	0	0	2.0	2
66	15	3	1	0	0	3	89	88	9	7	1	1	0	0	0	20	18
22	6	0	0	0	0	0	28.0	28	1	0	0	0	1	0	0	3.0	2
27	6	1	0	0	0	0	34.5	34	1	1	0	1	0	0	0	4.3	3
21	3	1	0	0	0	1	25.9	26	4	1	0	0	0	0	0	5.0	5
14	4	0	0	0	0	0	18.0	18	1	0	0	0	0	0	0	1.0	1
84	19	2	0	0	0	1	106	106	7	2	0	1	1	0	0	13	11
17	2	0	0	0	0	0	19.0	19	1	0	0	0	0	0	0	1.0	1
6	1	0	0	0	0	0	7.0	7	2	0	0	0	0	0	0	2.0	2
23	3	0	0	0	0	0	26	26	3	0	0	0	0	0	0	3	3
187	42	5	1	0	0	4	240	239	23	12	1	2	1	0	0	43	39

TIME	From D									To D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	36	12	1	3	1	0	1	58.8	54	95	29	5	23	1	0	1	186.8	154
06:45 - 07:00	56	14	5	7	1	0	1	96.0	84	97	35	3	34	1	0	3	217.9	173
Hourly Total	92	26	6	10	2	0	2	155	138	192	64	8	57	2	0	4	405	327
07:00 - 07:15	42	24	6	5	0	0	0	86.5	77	155	33	3	35	0	0	4	274.6	230
07:15 - 07:30	73	22	11	8	0	0	0	129.9	114	164	39	7	6	0	0	4	228.9	220
07:30 - 07:45	91	28	9	8	1	0	2	153.7	139	208	35	9	13	1	0	1	288.8	267
07:45 - 08:00	64	23	8	11	0	0	2	125.1	108	152	39	5	13	0	0	1	228.8	210
Hourly Total	270	97	34	32	1	0	4	496	438	679	146	24	67	1	0	10	1021	927
08:00 - 08:15	58	17	6	4	0	0	1	93.6	86	140	26	4	12	0	0	0	199.6	182
08:15 - 08:30	69	21	7	6	0	0	1	114.7	104	135	24	5	16	0	0	1	203.7	181
08:30 - 08:45	64	19	8	8	0	0	0	113.4	99	130	23	4	16	0	0	2	196.6	175
08:45 - 09:00	54	25	6	3	0	0	1	95.3	89	99	22	3	9	0	0	2	147.0	135
Hourly Total	245	82	27	21	0	0	3	417	378	504	95	16	53	0	0	5	747	673
09:00 - 09:15	42	22	6	5	1	0	0	86.5	76	98	16	8	11	0	0	0	151.3	133
09:15 - 09:30	45	19	6	3	0	0	1	80.3	74	88	14	4	15	0	0	0	142.5	121
Hourly Total	87	41	12	8	1	0	1	166	150	186	30	12	26	0	0	0	294	254
Session Total	694	246	79	71	4	0	10	1234	1104	1561	335	60	203	3	0	19	2467	2181
15:30 - 15:45	84	27	5	14	0	0	6	153.1	136	75	20	1	7	0	0	0	112.6	103
15:45 - 16:00	115	22	4	16	0	0	0	179.8	157	70	20	2	12	0	1	0	120.8	105
Hourly Total	199	49	9	30	0	0	6	333	293	145	40	3	19	0	1	0	234	208
16:00 - 16:15	125	25	5	17	0	0	3	197.8	175	65	20	7	10	0	0	0	118.5	102
16:15 - 16:30	121	32	8	16	0	0	2	202.6	179	84	16	3	5	0	0	1	116.4	109
16:30 - 16:45	154	33	8	7	0	0	5	217.1	207	100	23	2	4	0	0	2	136.0	131
16:45 - 17:00	172	34	3	19	1	0	3	257.4	232	110	28	8	6	1	0	0	165.8	153
Hourly Total	572	124	24	59	1	0	13	875	793	359	87	20	25	1	0	3	537	495
17:00 - 17:15	182	46	3	18	1	0	0	275.9	250	122	19	2	9	1	0	2	167.5	155
17:15 - 17:30	211	35	6	9	0	0	1	276.1	262	144	14	0	4	0	0	2	168.0	164
17:30 - 17:45	175	20	3	20	0	0	2	246.3	220	88	9	0	4	0	0	3	107.4	104
17:45 - 18:00	158	36	0	18	0	0	1	235.8	213	87	10	0	9	0	0	2	118.5	108
Hourly Total	726	137	12	65	1	0	4	1035	945	441	52	2	26	1	0	9	562	531
18:00 - 18:15	158	19	0	15	0	0	3	212.7	195	87	11	4	9	0	0	3	125.9	114
18:15 - 18:30	125	22	2	14	0	0	3	183.4	166	73	5	3	4	0	0	2	92.5	87
Hourly Total	283	41	2	29	0	0	6	396	361	160	16	7	13	0	0	5	219	201
Session Total	1780	351	47	183	2	0	29	2639	2392	1105	195	32	83	2	1	17	1552	1435



Tendring District, Essex: Queue Length Survey - Monday, 08 August 2022

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Survey Period	A - B1035 Clacton Road		B - (East) A120		C - B1035		D - (West) A120	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
06:30 - 06:35	1	0	0	0	3	0	3	0
06:35 - 06:40	2	0	10	0	4	0	3	0
06:40 - 06:45	0	0	10	2	3	0	1	0
06:45 - 06:50	1	0	9	0	7	0	1	0
06:50 - 06:55	1	1	2	1	2	0	0	0
06:55 - 07:00	0	0	0	2	2	0	1	0
07:00 - 07:05	3	0	2	1	5	0	1	1
07:05 - 07:10	0	0	1	1	2	0	2	0
07:10 - 07:15	2	1	1	3	4	0	2	0
07:15 - 07:20	3	0	5	1	5	0	2	0
07:20 - 07:25	3	0	4	0	20	0	5	2
07:25 - 07:30	8	0	2	2	9	1	4	1
07:30 - 07:35	5	0	4	3	2	0	4	1
07:35 - 07:40	3	1	3	1	5	1	2	1
07:40 - 07:45	6	1	3	1	5	0	2	2
07:45 - 07:50	2	2	9	0	11	0	2	2
07:50 - 07:55	3	1	2	0	6	0	1	2
07:55 - 08:00	2	0	5	0	5	0	3	0
08:00 - 08:05	3	0	1	1	2	2	4	3
08:05 - 08:10	2	0	3	2	1	3	1	1
08:10 - 08:15	8	2	6	2	2	0	1	1
08:15 - 08:20	1	0	2	1	5	1	2	0
08:20 - 08:25	1	0	2	0	2	0	1	0
08:25 - 08:30	1	0	6	0	2	1	1	0
08:30 - 08:35	1	0	2	1	2	0	2	0
08:35 - 08:40	1	0	9	3	4	0	4	2
08:40 - 08:45	4	1	1	1	3	2	4	1
08:45 - 08:50	7	0	1	0	3	0	4	2
08:50 - 08:55	2	1	5	2	3	0	2	1
08:55 - 09:00	6	0	9	2	3	0	2	0
09:00 - 09:05	0	0	0	0	0	0	0	0
09:05 - 09:10	1	0	1	0	3	0	0	0
09:10 - 09:15	3	0	4	3	1	0	1	0
09:15 - 09:20	6	0	4	1	7	0	2	1
09:20 - 09:25	2	0	0	0	1	0	2	0
09:25 - 09:30	5	0	2	0	2	0	2	1
15:30 - 15:35	2	1	1	2	3	0	3	4
15:35 - 15:40	16	0	6	0	2	0	1	0
15:40 - 15:45	5	0	2	3	3	0	3	1
15:45 - 15:50	9	0	9	2	1	0	2	0
15:50 - 15:55	11	1	2	0	1	0	3	0
15:55 - 16:00	8	0	0	0	3	0	11	1
16:00 - 16:05	5	0	3	1	7	0	8	2
16:05 - 16:10	10	2	8	1	3	1	6	0
16:10 - 16:15	14	0	6	3	3	0	2	1
16:15 - 16:20	14	1	1	0	5	0	7	2
16:20 - 16:25	8	1	5	1	1	1	11	2
16:25 - 16:30	6	0	4	0	5	0	8	2
16:30 - 16:35	4	0	2	0	2	0	4	1
16:35 - 16:40	9	2	2	2	1	1	7	2
16:40 - 16:45	8	1	1	3	4	1	2	1
16:45 - 16:50	4	0	0	1	5	1	7	0
16:50 - 16:55	9	1	4	2	5	1	3	1
16:55 - 17:00	6	1	2	1	2	0	8	2
17:00 - 17:05	11	1	3	2	4	0	8	2
17:05 - 17:10	8	1	2	2	3	1	4	2
17:10 - 17:15	9	1	4	2	2	0	2	1
17:15 - 17:20	7	3	7	1	3	1	2	1
17:20 - 17:25	7	3	2	4	1	0	8	1
17:25 - 17:30	9	0	1	0	4	0	3	2
17:30 - 17:35	9	1	7	3	3	1	2	1
17:35 - 17:40	7	0	2	2	3	0	5	1
17:40 - 17:45	7	1	2	0	1	0	3	2
17:45 - 17:50	4	4	3	1	2	0	2	1
17:50 - 17:55	2	1	0	0	0	0	1	0
17:55 - 18:00	4	0	1	0	1	0	3	1
18:00 - 18:05	10	1	3	0	2	0	4	1
18:05 - 18:10	2	0	3	3	2	0	6	6
18:10 - 18:15	1	0	3	1	1	0	2	0
18:15 - 18:20	3	0	0	0	2	0	6	1
18:20 - 18:25	2	0	2	1	2	0	2	0
18:25 - 18:30	2	0	2	0	1	0	2	0



Tendring District, Essex - Queue Length Survey: Tuesday, 20 September 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Survey Period	A - B1035 Clacton Road		B - (East) A120		C - B1035		D - (West) A120	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
06:30 - 06:35	0	2	1	1	2	0	2	0
06:35 - 06:40	0	0	0	0	3	1	2	1
06:40 - 06:45	0	0	2	2	2	0	2	0
06:45 - 06:50	0	0	6	1	3	2	2	0
06:50 - 06:55	1	0	6	0	6	1	0	0
06:55 - 07:00	0	0	3	1	4	0	2	0
07:00 - 07:05	0	0	9	2	8	0	7	2
07:05 - 07:10	1	0	19	1	12	1	3	1
07:10 - 07:15	1	0	3	2	2	1	8	0
07:15 - 07:20	2	1	40	6	18	1	5	2
07:20 - 07:25	4	2	6	3	18	0	5	2
07:25 - 07:30	5	1	11	2	16	1	5	1
07:30 - 07:35	2	4	9	1	16	2	10	1
07:35 - 07:40	3	1	7	2	6	1	2	1
07:40 - 07:45	1	1	15	3	8	0	3	6
07:45 - 07:50	4	0	5	2	14	0	5	2
07:50 - 07:55	3	3	11	3	10	0	8	2
07:55 - 08:00	1	1	5	3	13	1	4	1
08:00 - 08:05	2	1	13	1	15	1	3	1
08:05 - 08:10	1	3	3	3	16	1	11	1
08:10 - 08:15	3	1	7	2	11	0	3	1
08:15 - 08:20	5	1	9	2	10	1	3	1
08:20 - 08:25	4	2	17	1	16	2	4	1
08:25 - 08:30	2	1	5	3	11	0	2	1
08:30 - 08:35	8	2	8	2	9	2	3	1
08:35 - 08:40	4	1	8	5	14	0	6	1
08:40 - 08:45	14	1	9	2	4	0	6	1
08:45 - 08:50	0	2	11	3	10	0	2	0
08:50 - 08:55	1	1	7	1	4	1	8	0
08:55 - 09:00	4	2	4	1	8	1	2	0
09:00 - 09:05	2	0	5	2	8	1	2	1
09:05 - 09:10	1	0	3	1	1	0	1	0
09:10 - 09:15	6	1	3	1	4	0	2	1
09:15 - 09:20	6	0	7	0	1	0	7	0
09:20 - 09:25	6	0	4	2	8	2	5	1
09:25 - 09:30	4	1	3	0	5	3	2	0
15:30 - 15:35	7	3	2	1	5	0	1	0
15:35 - 15:40	7	0	7	6	3	0	3	1
15:40 - 15:45	7	1	3	0	6	1	3	2
15:45 - 15:50	11	3	1	1	6	0	18	0
15:50 - 15:55	15	2	5	1	2	0	5	2
15:55 - 16:00	4	1	4	3	1	0	8	0
16:00 - 16:05	1	3	6	5	2	1	3	1
16:05 - 16:10	2	1	9	3	1	2	3	2
16:10 - 16:15	10	1	3	5	4	0	3	1
16:15 - 16:20	14	2	4	1	3	0	3	1
16:20 - 16:25	6	3	11	5	4	2	9	2
16:25 - 16:30	11	1	4	3	3	0	4	2
16:30 - 16:35	13	1	2	2	3	1	3	1
16:35 - 16:40	12	3	8	2	1	0	7	2
16:40 - 16:45	16	1	13	8	4	1	6	1
16:45 - 16:50	12	1	9	1	4	1	10	1
16:50 - 16:55	7	1	12	1	1	1	3	1
16:55 - 17:00	1	1	9	3	3	0	2	0
17:00 - 17:05	10	2	14	5	1	0	3	1
17:05 - 17:10	13	1	5	3	6	0	10	4
17:10 - 17:15	18	3	10	3	1	1	5	2
17:15 - 17:20	15	2	6	5	9	0	11	3
17:20 - 17:25	33	3	4	2	3	0	13	2
17:25 - 17:30	14	1	16	5	3	0	4	1
17:30 - 17:35	6	1	1	0	2	0	2	1
17:35 - 17:40	11	3	1	2	4	1	11	0
17:40 - 17:45	14	1	1	2	6	0	3	1
17:45 - 17:50	6	1	7	3	1	0	2	1
17:50 - 17:55	3	1	3	2	1	0	10	2
17:55 - 18:00	9	1	6	0	1	0	4	1
18:00 - 18:05	3	1	2	1	4	0	6	1
18:05 - 18:10	5	0	5	1	2	0	2	1
18:10 - 18:15	9	2	7	2	3	0	3	1
18:15 - 18:20	2	0	3	3	3	0	11	1
18:20 - 18:25	2	0	2	4	2	0	2	1
18:25 - 18:30	3	0	0	1	3	0	2	0



Tendring District, Essex: Queue Length Survey - Saturday, 06 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: A - B1035 Clacton Road

TIME	A to B									A to C								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	6	2	0	0	0	0	0	8.0	8	5	0	0	0	0	0	0	5.0	5
06:45 - 07:00	3	1	0	0	0	0	0	4.0	4	7	2	0	0	0	0	0	9.0	9
Hourly Total	9	3	0	0	0	0	0	12	12	12	2	0	0	0	0	0	14	14
07:00 - 07:15	4	1	1	0	0	0	0	6.5	6	8	3	0	0	0	0	0	11.0	11
07:15 - 07:30	15	2	1	0	0	0	0	18.5	18	10	0	0	0	0	0	0	10.0	10
07:30 - 07:45	12	0	0	0	0	0	0	12.0	12	7	0	0	0	0	0	1	7.4	8
07:45 - 08:00	14	1	0	0	0	0	0	15.0	15	6	3	0	0	0	1	1	9.6	11
Hourly Total	45	4	2	0	0	0	0	52	51	31	6	0	0	0	1	2	38	40
08:00 - 08:15	8	1	0	0	0	0	0	9.0	9	9	3	1	0	0	0	0	13.5	13
08:15 - 08:30	5	2	0	0	0	0	0	7.0	7	11	0	0	0	0	0	0	11.0	11
08:30 - 08:45	15	0	0	0	0	0	0	15.0	15	13	4	1	0	0	0	0	18.5	18
08:45 - 09:00	10	6	1	0	0	0	0	17.5	17	15	3	0	0	0	1	0	18.2	19
Hourly Total	38	9	1	0	0	0	0	49	48	48	10	2	0	0	1	0	61	61
09:00 - 09:15	9	2	0	0	0	0	0	11.0	11	20	3	0	0	0	0	0	23.0	23
09:15 - 09:30	16	3	0	0	0	0	1	19.4	20	23	4	0	0	0	0	0	27.0	27
Hourly Total	25	5	0	0	0	0	1	30	31	43	7	0	0	0	0	0	50	50
Session Total	117	21	3	0	0	0	1	143	142	134	25	2	0	0	2	2	163	165
15:30 - 15:45	17	2	0	0	0	0	0	19.0	19	32	3	0	1	0	0	0	37.3	36
15:45 - 16:00	23	2	0	0	0	0	0	25.0	25	21	1	0	0	0	0	0	22.0	22
Hourly Total	40	4	0	0	0	0	0	44	44	53	4	0	1	0	0	0	59	58
16:00 - 16:15	20	3	0	0	0	0	2	23.8	25	27	0	0	0	0	0	0	27.0	27
16:15 - 16:30	22	2	0	0	0	0	1	24.4	25	24	2	0	0	0	0	0	26.0	26
16:30 - 16:45	21	2	0	0	0	0	1	23.4	24	25	1	0	0	0	0	0	26.0	26
16:45 - 17:00	16	1	0	0	0	0	0	17.0	17	34	3	0	0	0	0	0	37.0	37
Hourly Total	79	8	0	0	0	0	4	89	91	110	6	0	0	0	0	0	116	116
17:00 - 17:15	25	2	0	0	0	0	0	27.0	27	29	1	0	1	0	0	0	32.3	31
17:15 - 17:30	14	1	0	0	0	0	1	15.4	16	27	1	0	0	0	0	0	28.0	28
17:30 - 17:45	29	0	0	0	0	0	0	29.0	29	28	4	0	0	0	0	3	33.2	35
17:45 - 18:00	19	0	0	0	0	0	0	19.0	19	22	0	0	0	0	0	0	22.0	22
Hourly Total	87	3	0	0	0	0	1	90	91	106	6	0	1	0	0	3	115	116
18:00 - 18:15	14	2	1	0	0	0	0	17.5	17	13	3	0	0	0	0	2	16.8	18
18:15 - 18:30	15	1	0	0	0	0	0	16.0	16	25	2	0	0	0	0	0	27.0	27
Hourly Total	29	3	1	0	0	0	0	34	33	38	5	0	0	0	0	2	44	45
Session Total	235	18	1	0	0	0	5	257	259	307	21	0	2	0	0	5	334	335

TIME	From A									To A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	19	2	0	0	0	0	0	21.0	21	8	1	0	0	0	0	0	9.0	9
06:45 - 07:00	11	6	0	0	0	0	0	17.0	17	18	9	2	0	0	0	0	30.0	29
Hourly Total	30	8	0	0	0	0	0	38	38	26	10	2	0	0	0	0	39	38
07:00 - 07:15	15	6	1	0	0	0	0	22.5	22	29	5	0	1	1	0	0	38.3	36
07:15 - 07:30	29	2	1	0	0	0	0	32.5	32	45	4	0	0	0	0	1	49.4	50
07:30 - 07:45	25	1	0	0	0	0	1	26.4	27	30	8	0	0	0	0	2	38.8	40
07:45 - 08:00	34	5	0	0	0	1	2	40.0	42	30	6	1	0	0	0	1	37.9	38
Hourly Total	103	14	2	0	0	1	3	121	123	134	23	1	1	1	0	4	165	164
08:00 - 08:15	27	6	1	0	0	0	0	34.5	34	21	8	1	0	0	0	1	30.9	31
08:15 - 08:30	21	4	0	0	0	0	0	25.0	25	31	3	0	0	0	0	1	34.4	35
08:30 - 08:45	35	5	1	0	0	0	0	41.5	41	36	6	0	1	0	0	0	44.3	43
08:45 - 09:00	35	12	1	0	0	1	0	48.7	49	47	6	0	0	0	0	1	53.4	54
Hourly Total	118	27	3	0	0	1	0	150	149	135	23	1	1	0	0	3	163	163
09:00 - 09:15	39	5	0	0	0	0	0	44.0	44	29	3	0	0	0	0	1	32.4	33
09:15 - 09:30	48	8	0	0	0	0	2	56.8	58	53	5	1	0	0	0	1	59.9	60
Hourly Total	87	13	0	0	0	0	2	101	102	82	8	1	0	0	0	2	93	93
Session Total	338	62	5	0	0	2	5	410	412	377	64	5	2	1	0	9	460	458
15:30 - 15:45	61	7	0	1	0	0	1	70.7	70	61	4	0	0	0	0	2	65.8	67
15:45 - 16:00	57	3	0	0	0	0	0	60.0	60	52	2	1	0	0	0	3	56.7	58
Hourly Total	118	10	0	1	0	0	1	130	130	113	6	1	0	0	0	5	123	125
16:00 - 16:15	59	4	0	0	0	0	2	63.8	65	65	3	0	0	1	0	2	70.8	71
16:15 - 16:30	64	4	0	0	0	0	1	68.4	69	65	2	0	0	0	0	3	68.2	70
16:30 - 16:45	54	4	1	0	0	0	1	59.9	60	51	6	0	0	0	0	1	57.4	58
16:45 - 17:00	67	5	1	0	0	0	0	73.5	73	53	4	0	0	0	0	2	57.8	59
Hourly Total	244	17	2	0	0	0	4	266	267	234	15	0	0	1	0	8	254	258
17:00 - 17:15	67	5	0	1	0	0	0	74.3	73	60	3	1	0	0	0	1	64.9	65
17:15 - 17:30	55	4	0	0	0	0	3	60.2	62	54	6	0	2	0	0	1	65.0	63
17:30 - 17:45	71	4	0	0	0	0	3	76.2	78	56	7	1	0	0	0	2	65.3	66
17:45 - 18:00	54	0	0	0	0	0	0	54.0	54	64	5	0	0	0	0	1	69.4	70
Hourly Total	247	13	0	1	0	0	6	264	267	234	21	2	2	0	0	5	265	264
18:00 - 18:15	41	7	1	0	0	0	2	50.3	51	49	3	0	0	0	0	0	52.0	52
18:15 - 18:30	48	3	0	0	0	0	1	51.4	52	52	5	0	0	1	0	0	59.0	58
Hourly Total	89	10	1	0	0	0	3	102	103	101	8	0	0	1	0	0	111	110
Session Total	698	50	3	2	0	0	14	762	767	682	50	3	2	2	0	18	753	757



Tendring District, Essex: Queue Length Survey - Saturday, 06 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: B - (East) A120

TIME	B to C									B to D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	4	0	0	0	0	0	0	4.0	4	35	5	0	4	0	0	0	49.2	44
06:45 - 07:00	5	1	0	0	0	0	0	6.0	6	45	2	0	6	0	0	1	61.2	54
Hourly Total	9	1	0	0	0	0	0	10	10	80	7	0	10	0	0	1	110	98
07:00 - 07:15	3	2	0	0	0	0	0	5.0	5	87	6	0	2	0	0	1	98.0	96
07:15 - 07:30	2	0	0	0	0	0	0	2.0	2	91	12	2	9	0	0	3	127.9	117
07:30 - 07:45	8	1	0	0	0	0	0	9.0	9	122	11	0	3	0	0	5	141.9	141
07:45 - 08:00	6	1	1	0	0	0	0	8.5	8	32	9	3	4	0	0	0	54.7	48
Hourly Total	19	4	1	0	0	0	0	25	24	332	38	5	18	0	0	9	423	402
08:00 - 08:15	3	0	0	0	0	0	0	3.0	3	53	11	0	0	0	0	3	65.2	67
08:15 - 08:30	7	0	0	1	0	0	0	9.3	8	62	3	3	2	0	0	0	74.1	70
08:30 - 08:45	6	1	0	0	0	0	0	7.0	7	64	8	4	5	0	0	3	90.7	84
08:45 - 09:00	11	1	0	0	0	0	0	12.0	12	53	3	1	3	0	0	2	65.2	62
Hourly Total	27	2	0	1	0	0	0	31	30	232	25	8	10	0	0	8	295	283
09:00 - 09:15	11	0	0	0	0	0	0	11.0	11	52	9	5	6	0	0	2	83.1	74
09:15 - 09:30	8	1	0	0	0	0	0	9.0	9	83	4	4	8	0	0	1	111.8	100
Hourly Total	19	1	0	0	0	0	0	20	20	135	13	9	14	0	0	3	195	174
Session Total	74	8	1	1	0	0	0	86	84	779	83	22	52	0	0	21	1023	957
15:30 - 15:45	9	2	0	0	0	0	0	11.0	11	70	6	2	3	0	0	0	85.9	81
15:45 - 16:00	6	3	0	0	0	0	0	9.0	9	65	7	1	2	0	0	0	78.1	75
Hourly Total	15	5	0	0	0	0	0	20	20	135	13	3	5	0	0	0	165	156
16:00 - 16:15	10	0	0	0	0	0	0	10.0	10	58	8	2	0	0	0	2	69.8	70
16:15 - 16:30	12	0	1	0	0	0	0	13.5	13	65	7	0	2	0	0	0	76.6	74
16:30 - 16:45	3	2	0	0	0	0	0	5.0	5	72	1	0	0	0	0	1	73.4	74
16:45 - 17:00	10	0	0	0	0	0	0	10.0	10	41	13	0	0	0	0	0	54.0	54
Hourly Total	35	2	1	0	0	0	0	39	38	236	29	2	2	0	0	3	274	272
17:00 - 17:15	5	1	0	0	0	0	0	6.0	6	56	10	0	0	0	0	2	66.8	68
17:15 - 17:30	11	2	0	0	0	0	1	13.4	14	62	0	0	2	0	0	0	66.6	64
17:30 - 17:45	8	0	0	0	0	0	0	8.0	8	33	8	0	2	0	0	2	46.4	45
17:45 - 18:00	7	0	0	0	0	0	0	7.0	7	62	5	2	1	0	0	0	72.3	70
Hourly Total	31	3	0	0	0	0	1	34	35	213	23	2	5	0	0	4	253	247
18:00 - 18:15	9	0	0	0	0	0	0	9.0	9	50	7	2	0	0	0	1	60.4	60
18:15 - 18:30	5	0	0	0	0	0	0	5.0	5	69	5	0	0	0	0	3	75.2	77
Hourly Total	14	0	0	0	0	0	0	14	14	119	12	2	0	0	0	4	136	137
Session Total	95	10	1	0	0	0	1	107	107	703	77	9	12	0	0	11	828	812

TIME	From B									To B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	43	6	0	4	0	0	0	58.2	53	37	8	0	7	1	0	3	64.3	56
06:45 - 07:00	57	9	1	6	0	0	1	81.7	74	33	11	2	8	0	0	0	65.4	54
Hourly Total	100	15	1	10	0	0	1	140	127	70	19	2	15	1	0	3	130	110
07:00 - 07:15	107	8	0	2	0	0	1	120.0	118	54	8	3	7	1	0	1	85.0	74
07:15 - 07:30	124	16	2	9	0	0	3	164.9	154	71	12	3	13	0	0	0	117.4	99
07:30 - 07:45	147	13	0	3	0	0	5	168.9	168	51	15	4	3	1	0	0	80.9	74
07:45 - 08:00	51	11	4	4	0	0	0	77.2	70	53	10	1	3	0	0	1	71.8	68
Hourly Total	429	48	6	18	0	0	9	531	510	229	45	11	26	2	0	2	356	315
08:00 - 08:15	63	14	0	0	0	0	4	78.6	81	23	8	2	6	0	0	1	48.2	40
08:15 - 08:30	83	4	3	3	0	0	0	98.4	93	45	10	6	2	0	0	0	68.6	63
08:30 - 08:45	86	11	4	5	0	0	3	115.7	109	62	7	2	4	0	0	2	82.0	77
08:45 - 09:00	87	6	1	3	0	0	2	102.2	99	49	14	4	3	0	0	1	76.3	71
Hourly Total	319	35	8	11	0	0	9	395	382	179	39	14	15	0	0	4	276	251
09:00 - 09:15	78	10	5	6	0	0	2	110.1	101	61	9	1	7	0	0	0	87.6	78
09:15 - 09:30	110	7	4	8	0	0	2	142.2	131	43	15	2	7	0	0	1	77.5	68
Hourly Total	188	17	9	14	0	0	4	253	232	104	24	3	14	0	0	1	165	146
Session Total	1036	115	24	53	0	0	23	1319	1251	582	127	30	70	3	0	10	927	822
15:30 - 15:45	91	11	2	3	0	0	0	111.9	107	95	9	2	5	0	0	3	119.7	114
15:45 - 16:00	89	11	2	2	0	0	0	107.6	104	118	2	1	8	0	0	3	141.1	132
Hourly Total	180	22	4	5	0	0	0	220	211	213	11	3	13	0	0	6	261	246
16:00 - 16:15	86	10	2	0	0	0	2	99.8	100	80	11	0	0	0	0	8	94.2	99
16:15 - 16:30	98	8	1	2	0	0	0	112.1	109	99	11	3	7	0	0	2	131.4	122
16:30 - 16:45	94	5	0	0	0	0	1	99.4	100	107	9	0	8	0	0	4	136.0	128
16:45 - 17:00	75	14	0	0	0	0	1	89.4	90	120	8	0	3	0	0	3	136.1	134
Hourly Total	353	37	3	2	0	0	4	402	399	406	39	3	18	0	0	17	498	483
17:00 - 17:15	80	11	0	0	0	0	3	92.2	94	110	8	0	5	0	0	4	131.1	127
17:15 - 17:30	91	3	0	2	0	0	2	99.4	98	108	4	2	5	0	0	5	128.5	124
17:30 - 17:45	63	11	0	2	0	0	3	79.8	79	119	5	3	5	0	0	4	141.6	136
17:45 - 18:00	88	6	2	1	0	0	0	99.3	97	83	2	1	1	0	0	0	88.8	87
Hourly Total	322	31	2	5	0	0	8	371	368	420	19	6	16	0	0	13	490	474
18:00 - 18:15	71	9	2	0	0	0	1	83.4	83	87	6	2	3	0	0	1	103.3	99
18:15 - 18:30	92	5	0	0	0	0	3	98.2	100	82	4	2	3	0	0	0	95.9	91
Hourly Total	163	14	2	0	0	0	4	182	183	169	10	4	6	0	0	1	199	190
Session Total	1018	104	11	12	0	0	16	1175	1161	1208	79	16	53	0	0	37	1448	1393



Tendring District, Essex: Queue Length Survey - Saturday, 06 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: C - B1035

TIME	C to D									C to A									
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	
06:30 - 06:45	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	0	2.0	2
06:45 - 07:00	1	1	0	0	0	0	0	2.0	2	7	2	1	0	0	0	0	0	10.5	10
Hourly Total	1	1	0	0	0	0	0	2	2	9	2	1	0	0	0	0	0	13	12
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1	9	3	0	1	1	0	0	0	16.3	14
07:15 - 07:30	2	1	0	0	0	0	0	3.0	3	8	0	0	0	0	0	0	0	8.0	8
07:30 - 07:45	1	0	0	0	0	0	0	1.0	1	9	5	0	0	0	0	1	0	14.4	15
07:45 - 08:00	4	0	0	0	0	0	0	4.0	4	17	5	1	0	0	0	1	0	23.9	24
Hourly Total	8	1	0	0	0	0	0	9	9	43	13	1	1	1	0	2	0	63	61
08:00 - 08:15	2	0	0	0	0	0	0	2.0	2	9	2	0	0	0	0	0	0	11.0	11
08:15 - 08:30	4	1	0	1	0	0	0	7.3	6	11	2	0	0	0	0	1	0	13.4	14
08:30 - 08:45	6	0	0	0	0	0	0	6.0	6	17	3	0	0	0	0	0	0	20.0	20
08:45 - 09:00	3	0	0	0	0	0	0	3.0	3	20	3	0	0	0	0	1	0	23.4	24
Hourly Total	15	1	0	1	0	0	0	18	17	57	10	0	0	0	0	2	0	68	69
09:00 - 09:15	2	1	0	0	0	0	0	3.0	3	8	2	0	0	0	0	1	0	10.4	11
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1	24	2	1	0	0	0	0	0	27.5	27
Hourly Total	3	1	0	0	0	0	0	4	4	32	4	1	0	0	0	1	0	38	38
Session Total	27	4	0	1	0	0	0	33	32	141	29	3	1	1	0	5	0	182	180
15:30 - 15:45	5	0	0	0	0	0	0	5.0	5	26	0	0	0	0	0	1	0	26.4	27
15:45 - 16:00	4	0	0	0	0	0	0	4.0	4	26	0	0	0	0	0	2	0	26.8	28
Hourly Total	9	0	0	0	0	0	0	9	9	52	0	0	0	0	0	3	0	53	55
16:00 - 16:15	6	0	0	0	0	0	0	6.0	6	25	0	0	0	1	0	2	0	27.8	28
16:15 - 16:30	5	0	0	0	0	0	0	5.0	5	24	0	0	0	0	0	2	0	24.8	26
16:30 - 16:45	7	3	0	0	0	0	0	10.0	10	22	4	0	0	0	0	0	0	26.0	26
16:45 - 17:00	8	0	0	0	0	0	0	8.0	8	22	2	0	0	0	0	1	0	24.4	25
Hourly Total	26	3	0	0	0	0	0	29	29	93	6	0	0	1	0	5	0	103	105
17:00 - 17:15	13	0	0	0	0	0	0	13.0	13	24	1	1	0	0	0	0	0	26.5	26
17:15 - 17:30	2	0	0	0	0	0	1	2.4	3	17	3	0	2	0	0	0	0	24.6	22
17:30 - 17:45	11	0	0	0	0	0	0	11.0	11	22	2	1	0	0	0	1	0	25.9	26
17:45 - 18:00	9	0	0	0	0	0	0	9.0	9	33	3	0	0	0	0	0	0	36.0	36
Hourly Total	35	0	0	0	0	0	1	35	36	96	9	2	2	0	0	1	0	113	110
18:00 - 18:15	7	0	0	0	0	0	0	7.0	7	20	0	0	0	0	0	0	0	20.0	20
18:15 - 18:30	6	1	0	0	0	0	0	7.0	7	22	1	0	0	0	0	0	0	23.0	23
Hourly Total	13	1	0	0	0	0	0	14	14	42	1	0	0	0	0	0	0	43	43
Session Total	83	4	0	0	0	0	1	87	88	283	16	2	2	1	0	9	0	312	313

TIME	From C									To C								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	6	0	0	0	0	0	1	6.4	7	10	0	1	0	0	0	0	11.5	11
06:45 - 07:00	9	4	1	0	0	0	0	14.5	14	14	4	0	0	0	0	0	18.0	18
Hourly Total	15	4	1	0	0	0	1	21	21	24	4	1	0	0	0	0	30	29
07:00 - 07:15	13	3	0	1	1	0	0	20.3	18	11	5	0	0	0	0	0	16.0	16
07:15 - 07:30	16	1	0	0	0	0	0	17.0	17	13	1	0	0	0	0	0	14.0	14
07:30 - 07:45	15	6	1	0	0	0	1	22.9	23	17	1	0	1	0	0	1	20.7	20
07:45 - 08:00	26	5	1	0	0	0	1	32.9	33	13	4	1	0	0	1	1	19.1	20
Hourly Total	70	15	2	1	1	0	2	93	91	54	11	1	1	0	1	2	70	70
08:00 - 08:15	15	3	1	0	0	0	0	19.5	19	15	5	1	0	0	0	0	21.5	21
08:15 - 08:30	23	5	0	1	0	0	1	30.7	30	20	0	0	1	0	0	0	22.3	21
08:30 - 08:45	33	5	0	0	0	0	0	38.0	38	20	5	1	0	0	0	0	26.5	26
08:45 - 09:00	28	6	0	0	0	0	1	34.4	35	31	5	0	0	0	1	0	36.2	37
Hourly Total	99	19	1	1	0	0	2	123	122	86	15	2	1	0	1	0	106	105
09:00 - 09:15	17	3	0	1	0	0	1	22.7	22	33	4	1	0	0	0	0	38.5	38
09:15 - 09:30	29	4	1	0	0	0	0	34.5	34	37	6	0	0	0	0	0	43.0	43
Hourly Total	46	7	1	1	0	0	1	57	56	70	10	1	0	0	0	0	82	81
Session Total	230	45	5	3	1	0	6	294	290	234	40	5	2	0	2	2	288	285
15:30 - 15:45	42	0	0	0	0	0	1	42.4	43	49	5	0	1	0	0	0	56.3	55
15:45 - 16:00	38	0	0	0	0	0	2	38.8	40	32	6	0	0	0	0	0	38.0	38
Hourly Total	80	0	0	0	0	0	3	81	83	81	11	0	1	0	0	0	94	93
16:00 - 16:15	36	1	0	0	1	0	2	39.8	40	41	3	0	0	0	0	0	44.0	44
16:15 - 16:30	34	1	0	0	0	0	2	35.8	37	45	2	1	0	0	0	0	48.5	48
16:30 - 16:45	39	7	0	0	0	0	0	46.0	46	34	3	0	0	0	0	0	37.0	37
16:45 - 17:00	44	2	0	0	0	0	2	46.8	48	52	3	0	0	0	0	0	55.0	55
Hourly Total	153	11	0	0	1	0	6	168	171	172	11	1	0	0	0	0	185	184
17:00 - 17:15	42	2	1	0	0	0	0	45.5	45	41	2	0	1	0	0	0	45.3	44
17:15 - 17:30	25	3	0	2	0	0	1	33.0	31	45	3	0	0	0	0	1	48.4	49
17:30 - 17:45	39	3	2	0	0	0	1	45.4	45	43	4	0	0	0	0	3	48.2	50
17:45 - 18:00	49	3	0	0	0	0	0	52.0	52	36	2	0	0	0	0	0	38.0	38
Hourly Total	155	11	3	2	0	0	2	177	173	165	11	0	1	0	0	4	180	181
18:00 - 18:15	39	0	0	0	0	0	0	39.0	39	30	3	0	0	0	0	2	33.8	35
18:15 - 18:30	30	2	0	0	0	0	0	32.0	32	42	2	0	0	0	0	0	44.0	44
Hourly Total	69	2	0	0	0	0	0	71	71	72	5	0	0	0	0	2	78	79
Session Total	457	24	3	2	1	0	11	497	498	490	38	1	2	0	0	6	537	537



Tendring District, Essex: Queue Length Survey - Saturday, 06 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: D - (West) A120

TIME	D to A									D to B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	2	0	0	0	0	0	0	2.0	2	27	6	0	7	1	0	2	51.9	43
06:45 - 07:00	4	1	0	0	0	0	0	5.0	5	29	9	2	8	0	0	0	59.4	48
Hourly Total	6	1	0	0	0	0	0	7	7	56	15	2	15	1	0	2	112	91
07:00 - 07:15	3	2	0	0	0	0	0	5.0	5	47	7	2	7	1	0	1	75.5	65
07:15 - 07:30	6	0	0	0	0	0	1	6.4	7	50	10	2	13	0	0	0	92.9	75
07:30 - 07:45	4	2	0	0	0	0	1	6.4	7	34	14	3	3	1	0	0	61.4	55
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	34	9	1	3	0	0	1	51.8	48
Hourly Total	13	4	0	0	0	0	2	18	19	165	40	8	26	2	0	2	282	243
08:00 - 08:15	5	3	1	0	0	0	0	9.5	9	11	6	1	6	0	0	1	32.7	25
08:15 - 08:30	6	0	0	0	0	0	0	6.0	6	32	6	6	2	0	0	0	51.6	46
08:30 - 08:45	3	1	0	1	0	0	0	6.3	5	37	5	2	4	0	0	2	55.0	50
08:45 - 09:00	4	1	0	0	0	0	0	5.0	5	34	5	3	3	0	0	1	50.8	46
Hourly Total	18	5	1	1	0	0	0	27	25	114	22	12	15	0	0	4	191	167
09:00 - 09:15	6	0	0	0	0	0	0	6.0	6	45	7	1	6	0	0	0	67.3	59
09:15 - 09:30	10	1	0	0	0	0	0	11.0	11	23	10	2	7	0	0	0	52.1	42
Hourly Total	16	1	0	0	0	0	0	17	17	68	17	3	13	0	0	0	120	101
Session Total	53	11	1	1	0	0	2	69	68	403	94	25	69	3	0	8	705	602
15:30 - 15:45	23	1	0	0	0	0	1	24.4	25	67	7	2	5	0	0	3	89.7	84
15:45 - 16:00	8	1	0	0	0	0	1	9.4	10	88	0	1	8	0	0	3	109.1	100
Hourly Total	31	2	0	0	0	0	2	34	35	155	7	3	13	0	0	6	199	184
16:00 - 16:15	22	1	0	0	0	0	0	23.0	23	55	7	0	0	0	0	6	64.4	68
16:15 - 16:30	20	1	0	0	0	0	1	21.4	22	72	8	3	7	0	0	1	101.0	91
16:30 - 16:45	10	0	0	0	0	0	1	10.4	11	76	7	0	8	0	0	3	102.6	94
16:45 - 17:00	10	1	0	0	0	0	0	11.0	11	87	7	0	3	0	0	2	101.7	99
Hourly Total	62	3	0	0	0	0	2	66	67	290	29	3	18	0	0	12	370	352
17:00 - 17:15	17	2	0	0	0	0	0	19.0	19	80	5	0	5	0	0	4	98.1	94
17:15 - 17:30	19	2	0	0	0	0	0	21.0	21	88	3	2	5	0	0	4	107.1	102
17:30 - 17:45	12	2	0	0	0	0	0	14.0	14	84	4	2	5	0	0	4	104.1	99
17:45 - 18:00	13	1	0	0	0	0	1	14.4	15	56	2	1	1	0	0	0	61.8	60
Hourly Total	61	7	0	0	0	0	1	68	69	308	14	5	16	0	0	12	372	355
18:00 - 18:15	17	1	0	0	0	0	0	18.0	18	62	4	1	3	0	0	1	74.8	71
18:15 - 18:30	12	4	0	0	1	0	0	18.0	17	65	3	2	3	0	0	0	77.9	73
Hourly Total	29	5	0	0	1	0	0	36	35	127	7	3	6	0	0	1	153	144
Session Total	183	17	0	0	1	0	5	204	206	880	57	14	53	0	0	31	1094	1035

D to C									D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	1	0	0	0	0	2.5	2	0	0	0	0	0	0	0	0.0	0
2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
3	1	1	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
2	0	0	1	0	0	0	4.3	3	2	0	0	0	1	0	0	4.0	3
1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
4	1	0	1	0	0	0	7	6	4	0	0	0	1	0	0	6	5
3	2	0	0	0	0	0	5.0	5	2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1	2	0	0	1	0	0	0	4.3	3
5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
11	3	0	0	0	0	0	14	14	5	0	0	1	0	0	0	7	6
2	1	1	0	0	0	0	4.5	4	2	0	0	0	0	0	0	2.0	2
6	1	0	0	0	0	0	7.0	7	2	1	0	0	1	0	0	5.0	4
8	2	1	0	0	0	0	12	11	4	1	0	0	1	0	0	7	6
26	7	2	1	0	0	0	39	36	13	1	0	1	2	0	0	20	17
8	0	0	0	0	0	0	8.0	8	1	0	0	0	0	0	0	1.0	1
4	2	0	0	0	0	0	6.0	6	3	1	0	0	0	0	2	4.8	6
12	2	0	0	0	0	0	14	14	4	1	0	0	0	0	2	6	7
4	3	0	0	0	0	0	7.0	7	1	0	0	0	0	0	0	1.0	1
9	0	0	0	0	0	0	9.0	9	5	0	0	0	0	0	0	5.0	5
6	0	0	0	0	0	0	6.0	6	1	0	0	0	1	0	0	3.0	2
8	0	0	0	0	0	0	8.0	8	1	1	0	0	0	0	0	2.0	2
27	3	0	0	0	0	0	30	30	8	1	0	0	1	0	0	11	10
7	0	0	0	0	0	0	7.0	7	1	0	0	0	0	0	0	1.0	1
7	0	0	0	0	0	0	7.0	7	1	0	0	0	0	0	0	1.0	1
7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
7	2	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
28	2	0	0	0	0	0	30	30	2	0	0	0	0	0	0	2	2
7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
12	0	0	0	0	0	0	12.0	12	1	0	0	0	0	0	0	1.0	1
19	0	0	0	0	0	0	19	19	1	0	0	0	0	0	0	1	1
86	7	0	0	0	0	0	93	93	15	2	0	0	1	0	2	20	20

TIME	From D									To D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	30	6	1	7	1	0	2	56.4	47	43	5	0	4	0	0	0	57.2	52
06:45 - 07:00	35	11	2	8	0	0	0	67.4	56	47	6	0	6	0	0	1	67.2	60
Hourly Total	65	17	3	15	1	0	2	125	103	90	11	0	10	0	0	1	124	112
07:00 - 07:15	51	9	2	7	1	0	1	81.5	71	92	8	0	2	0	0	1	105.0	103
07:15 - 07:30	57	11	2	13	0	0	1	101.3	84	97	13	2	9	0	0	3	134.9	124
07:30 - 07:45	42	16	3	4	2	0	1	76.1	68	131	12	0	3	1	0	5	153.9	152
07:45 - 08:00	36	9	1	3	0	0	1	53.8	50	51	10	3	4	0	0	1	75.1	69
Hourly Total	186	45	8	27	3	0	4	313	273	371	43	5	18	1	0	10	469	448
08:00 - 08:15	21	11	2	6	0	0	1	49.2	41	67	13	0	0	0	0	3	81.2	83
08:15 - 08:30	41	6	6	2	0	0	0	60.6	55	72	6	3	3	0	0	0	89.4	84
08:30 - 08:45	43	6	2	6	0	0	2	66.6	59	79	9	4	6	0	0	3	109.0	101
08:45 - 09:00	43	7	3	3	0	0	1	61.8	57	66	6	1	3	0	0	2	81.2	78
Hourly Total	148	30	13	17	0	0	4	239	212	284	34	8	12	0	0	8	361	346
09:00 - 09:15	55	8	2	6	0	0	0	79.8	71	66	10	5	6	0	0	2	98.1	89
09:15 - 09:30	41	13	2	7	1	0	0	75.1	64	95	6	4	8	1	0	2	128.2	116
Hourly Total	96	21	4	13	1	0	0	155	135	161	16	9	14	1	0	4	227	205
Session Total	495	113	28	72	5	0	10	832	723	906	104	22	54	2	0	23	1181	1111
15:30 - 15:45	99	8	2	5	0	0	4	123.1	118	88	8	2	3	0	0	1	106.3	102
15:45 - 16:00	103	4	1	8	0	0	6	129.3	122	85	8	1	2	0	0	2	99.9	98
Hourly Total	202	12	3	13	0	0	10	253	240	173	16	3	5	0	0	3	207	200
16:00 - 16:15	82	11	0	0	0	0	6	95.4	99	77	9	2	0	0	0	2	89.8	90
16:15 - 16:30	106	9	3	7	0	0	2	136.4	127	93	7	0	2	0	0	0	104.6	102
16:30 - 16:45	93	7	0	8	1	0	4	122.0	113	88	5	1	0	1	0	1	96.9	96
16:45 - 17:00	106	9	0	3	0	0	2	122.7	120	67	15	1	0	0	0	0	83.5	83
Hourly Total	387	36	3	18	1	0	14	477	459	325	36	4	2	1	0	3	375	371
17:00 - 17:15	105	7	0	5	0	0	4	125.1	121	83	12	0	0	0	0	2	95.8	97
17:15 - 17:30	115	5	2	5	0	0	4	136.1	131	79	2	0	2	0	0	3	86.8	86
17:30 - 17:45	103	6	2	5	0	0	4	125.1	120	58	8	0	2	0	0	2	71.4	70
17:45 - 18:00	76	5	1	1	0	0	1	85.2	84	84	5	2	1	0	0	0	94.3	92
Hourly Total	399	23	5	16	0	0	13	472	456	304	27	2	5	0	0	7	349	345
18:00 - 18:15	86	5	1	3	0	0	1	99.8	96	71	9	2	0	0	0	1	83.4	83
18:15 - 18:30	90	7	2	3	1	0	0	108.9	103	84	6	0	0	0	0	4	91.6	94
Hourly Total	176	12	3	6	1	0	1	209	199	155	15	2	0	0	0	5	175	177
Session Total	1164	83	14	53	2	0	38	1411	1354	957	94	11	12	1	0	18	1106	1093



Tendring District, Essex: Queue Length Survey - Saturday, 06 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Survey Period	A - B1035 Clacton Road		B - (East) A120		C - B1035		D - (West) A120	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
06:30 - 06:35	0	0	0	0	0	0	0	0
06:35 - 06:40	2	0	0	0	0	0	0	0
06:40 - 06:45	2	0	0	0	0	0	0	0
06:45 - 06:50	1	0	1	0	3	0	1	0
06:50 - 06:55	1	0	4	0	4	0	0	0
06:55 - 07:00	0	0	0	0	1	0	1	1
07:00 - 07:05	0	0	0	0	3	0	0	0
07:05 - 07:10	2	0	0	1	3	0	3	0
07:10 - 07:15	2	1	0	0	0	0	1	1
07:15 - 07:20	0	0	2	0	2	0	1	1
07:20 - 07:25	2	0	1	1	2	0	0	0
07:25 - 07:30	0	0	1	1	1	0	2	0
07:30 - 07:35	0	0	0	0	1	0	0	2
07:35 - 07:40	2	0	2	0	2	0	1	0
07:40 - 07:45	1	0	2	0	1	0	0	0
07:45 - 07:50	0	0	0	0	1	0	0	0
07:50 - 07:55	0	0	1	2	1	0	0	0
07:55 - 08:00	1	0	0	1	3	0	2	0
08:00 - 08:05	1	0	0	0	1	0	0	0
08:05 - 08:10	2	0	1	1	0	0	1	0
08:10 - 08:15	0	0	3	0	0	0	1	0
08:15 - 08:20	0	0	2	1	1	0	0	0
08:20 - 08:25	1	0	0	0	2	1	1	0
08:25 - 08:30	1	0	4	3	2	2	1	0
08:30 - 08:35	2	0	2	0	1	0	0	0
08:35 - 08:40	1	0	1	2	1	0	2	0
08:40 - 08:45	0	0	2	0	3	0	2	0
08:45 - 08:50	1	0	0	1	0	0	1	1
08:50 - 08:55	0	0	0	0	4	0	0	0
08:55 - 09:00	1	0	0	1	1	0	2	1
09:00 - 09:05	2	0	3	0	9	0	2	3
09:05 - 09:10	1	0	8	0	2	0	0	2
09:10 - 09:15	0	0	4	0	1	0	1	0
09:15 - 09:20	2	0	2	1	2	0	1	0
09:20 - 09:25	1	0	3	1	2	0	1	0
09:25 - 09:30	0	1	2	1	4	0	3	0
15:30 - 15:35	4	0	2	0	3	0	0	0
15:35 - 15:40	1	0	4	0	1	0	1	1
15:40 - 15:45	7	0	2	1	5	0	1	1
15:45 - 15:50	6	0	3	2	0	0	1	0
15:50 - 15:55	3	0	1	0	2	0	2	0
15:55 - 16:00	2	0	1	0	1	0	1	0
16:00 - 16:05	3	0	0	1	1	0	2	0
16:05 - 16:10	2	0	3	1	5	0	0	0
16:10 - 16:15	1	0	1	2	0	0	3	0
16:15 - 16:20	3	0	2	1	1	0	2	0
16:20 - 16:25	1	0	2	0	1	0	1	0
16:25 - 16:30	3	0	2	1	1	0	1	0
16:30 - 16:35	4	0	1	2	2	0	0	0
16:35 - 16:40	1	0	0	1	2	0	3	0
16:40 - 16:45	3	0	1	0	3	1	1	0
16:45 - 16:50	5	0	2	0	3	0	2	2
16:50 - 16:55	4	0	2	2	3	1	3	0
16:55 - 17:00	1	0	1	0	4	0	1	0
17:00 - 17:05	1	0	1	2	4	0	0	0
17:05 - 17:10	5	0	6	2	6	0	2	0
17:10 - 17:15	2	0	1	0	3	0	0	0
17:15 - 17:20	8	0	0	0	1	1	3	1
17:20 - 17:25	3	0	2	2	0	0	1	1
17:25 - 17:30	1	0	2	0	13	0	3	1
17:30 - 17:35	2	0	1	2	3	0	2	0
17:35 - 17:40	5	0	2	1	0	0	0	0
17:40 - 17:45	5	0	1	1	2	0	3	1
17:45 - 17:50	3	0	0	0	1	0	1	0
17:50 - 17:55	0	0	1	0	4	0	3	0
17:55 - 18:00	4	0	1	1	4	0	1	1
18:00 - 18:05	3	0	0	0	8	0	4	0
18:05 - 18:10	2	0	3	2	3	0	1	0
18:10 - 18:15	2	0	0	0	1	0	0	0
18:15 - 18:20	1	0	1	1	2	0	2	0
18:20 - 18:25	3	0	1	1	0	0	2	0
18:25 - 18:30	0	0	0	0	2	0	2	0



Tendring District, Essex: Queue Length Survey - Sunday, 07 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: A - B1035 Clacton Road

TIME	A to B									A to C								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	4	0	1	0	0	0	0	5.5	5	2	1	0	0	0	0	0	3.0	3
06:45 - 07:00	8	0	1	0	0	0	0	9.5	9	2	1	0	0	0	0	0	3.0	3
Hourly Total	12	0	2	0	0	0	0	15	14	4	2	0	0	0	0	0	6	6
07:00 - 07:15	5	1	0	0	0	0	1	6.4	7	2	0	0	0	0	0	0	2.0	2
07:15 - 07:30	7	2	1	0	0	0	0	10.5	10	4	1	1	0	0	0	0	6.5	6
07:30 - 07:45	11	0	0	1	0	0	0	13.3	12	9	0	0	0	0	0	1	9.4	10
07:45 - 08:00	7	0	0	1	0	0	0	9.3	8	4	0	0	0	0	0	0	4.0	4
Hourly Total	30	3	1	2	0	0	1	40	37	19	1	1	0	0	0	1	22	22
08:00 - 08:15	3	0	0	0	0	0	1	3.4	4	7	2	0	0	0	0	0	9.0	9
08:15 - 08:30	4	1	0	0	0	0	0	5.0	5	11	0	0	0	0	0	0	11.0	11
08:30 - 08:45	5	3	0	0	0	0	0	8.0	8	7	1	0	0	0	0	0	8.0	8
08:45 - 09:00	8	1	0	0	0	0	0	9.0	9	13	0	0	0	0	1	2	14.0	16
Hourly Total	20	5	0	0	0	0	1	25	26	38	3	0	0	0	1	2	42	44
09:00 - 09:15	10	0	0	0	0	0	0	10.0	10	9	0	0	0	0	1	0	9.2	10
09:15 - 09:30	7	1	0	0	0	0	0	8.0	8	25	2	0	0	0	0	1	27.4	28
Hourly Total	17	1	0	0	0	0	0	18	18	34	2	0	0	0	1	1	36	38
Session Total	79	9	3	2	0	0	2	98	95	95	8	1	0	0	2	4	106	110
15:30 - 15:45	23	2	0	0	0	0	1	25.4	26	27	1	0	0	0	0	2	28.8	30
15:45 - 16:00	9	1	0	0	0	0	0	10.0	10	19	1	0	0	0	0	2	20.8	22
Hourly Total	32	3	0	0	0	0	1	35	36	46	2	0	0	0	0	4	50	52
16:00 - 16:15	11	0	0	0	0	0	1	11.4	12	32	1	0	0	0	0	2	33.8	35
16:15 - 16:30	19	0	0	0	0	0	0	19.0	19	24	4	0	0	0	1	1	28.6	30
16:30 - 16:45	16	2	0	0	0	0	1	18.4	19	30	1	0	0	0	0	0	31.0	31
16:45 - 17:00	25	1	1	1	0	0	0	29.8	28	25	0	0	0	0	0	0	25.0	25
Hourly Total	71	3	1	1	0	0	2	79	78	111	6	0	0	0	1	3	118	121
17:00 - 17:15	19	2	0	0	0	0	1	21.4	22	25	2	0	0	0	0	0	27.0	27
17:15 - 17:30	19	2	0	0	0	0	0	21.0	21	21	1	0	0	0	0	1	22.4	23
17:30 - 17:45	21	2	0	0	0	0	0	23.0	23	15	0	0	0	0	0	0	15.0	15
17:45 - 18:00	11	1	0	0	0	0	0	12.0	12	12	3	0	0	0	0	1	15.4	16
Hourly Total	70	7	0	0	0	0	1	77	78	73	6	0	0	0	0	2	80	81
18:00 - 18:15	12	0	0	0	0	0	0	12.0	12	8	0	0	0	0	1	0	8.2	9
18:15 - 18:30	16	1	0	0	0	0	0	17.0	17	9	0	0	0	0	0	0	9.0	9
Hourly Total	28	1	0	0	0	0	0	29	29	17	0	0	0	0	1	0	17	18
Session Total	201	14	1	1	0	0	4	220	221	247	14	0	0	0	2	9	265	272

TIME	From A									To A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	9	2	1	0	0	0	0	12.5	12	10	1	0	0	0	0	0	11.0	11
06:45 - 07:00	12	1	1	0	0	0	0	14.5	14	6	0	0	0	0	0	0	6.0	6
Hourly Total	21	3	2	0	0	0	0	27	26	16	1	0	0	0	0	0	17	17
07:00 - 07:15	12	2	0	0	0	0	1	14.4	15	19	1	0	1	0	1	0	22.5	22
07:15 - 07:30	14	4	2	0	0	0	0	21.0	20	19	2	1	1	0	0	0	24.8	23
07:30 - 07:45	26	0	0	1	0	0	1	28.7	28	23	1	0	0	0	0	3	25.2	27
07:45 - 08:00	18	0	0	1	0	0	0	20.3	19	24	5	0	0	0	0	1	29.4	30
Hourly Total	70	6	2	2	0	0	2	85	82	85	9	1	2	0	1	4	103	102
08:00 - 08:15	13	5	0	0	0	0	2	18.8	20	15	3	0	0	0	0	1	18.4	19
08:15 - 08:30	19	1	0	1	0	0	0	22.3	21	25	2	1	0	0	0	10	32.5	38
08:30 - 08:45	17	5	1	0	0	0	0	23.5	23	23	1	0	0	0	0	2	24.8	26
08:45 - 09:00	28	6	0	0	0	1	2	35.0	37	25	3	0	0	0	2	0	28.4	30
Hourly Total	77	17	1	1	0	1	4	100	101	88	9	1	0	0	2	13	104	113
09:00 - 09:15	29	1	0	1	0	1	0	32.5	32	33	5	0	0	0	0	5	40.0	43
09:15 - 09:30	45	5	0	0	0	0	1	50.4	51	44	2	1	1	0	0	9	53.4	57
Hourly Total	74	6	0	1	0	1	1	82	83	77	7	1	1	0	0	14	94	100
Session Total	242	32	5	4	0	2	7	294	292	266	26	3	3	0	3	31	318	332
15:30 - 15:45	62	3	0	0	0	0	3	66.2	68	43	4	0	0	0	0	0	47.0	47
15:45 - 16:00	36	2	0	0	0	0	2	38.8	40	51	5	0	0	0	0	0	56.0	56
Hourly Total	98	5	0	0	0	0	5	105	108	94	9	0	0	0	0	0	103	103
16:00 - 16:15	57	3	0	0	0	0	3	61.2	63	45	3	1	0	0	1	2	50.5	52
16:15 - 16:30	55	4	0	0	0	1	1	59.6	61	43	2	0	0	1	0	1	47.4	47
16:30 - 16:45	59	6	0	0	0	0	1	65.4	66	46	2	1	0	0	0	1	49.9	50
16:45 - 17:00	60	2	2	1	0	0	1	67.7	66	50	1	0	0	0	0	0	51.0	51
Hourly Total	231	15	2	1	0	1	6	253	256	184	8	2	0	1	1	4	199	200
17:00 - 17:15	56	4	0	0	0	0	3	61.2	63	49	5	0	0	0	0	5	56.0	59
17:15 - 17:30	56	3	0	0	0	0	1	59.4	60	64	2	1	0	0	0	1	67.9	68
17:30 - 17:45	45	3	0	0	0	0	0	48.0	48	36	2	1	0	0	0	0	39.5	39
17:45 - 18:00	34	4	0	0	0	0	1	38.4	39	50	2	0	0	0	0	4	53.6	56
Hourly Total	191	14	0	0	0	0	5	207	210	199	11	2	0	0	0	10	217	222
18:00 - 18:15	30	0	0	0	0	1	0	30.2	31	50	3	0	0	0	0	0	53.0	53
18:15 - 18:30	39	2	0	0	0	0	0	41.0	41	38	1	0	0	0	0	1	39.4	40
Hourly Total	69	2	0	0	0	1	0	71	72	88	4	0	0	0	0	1	92	93
Session Total	589	36	2	1	0	2	16	636	646	565	32	4	0	1	1	15	611	618



Tendring District, Essex - Manual Traffic Survey: Thursday, 04 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: A - B1035 Clacton Road

TIME	A to B									A to C								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	4	2	0	0	0	0	0	6.0	6	8	1	0	1	0	0	0	11.3	10
06:45 - 07:00	12	1	0	0	0	0	0	13.0	13	5	2	0	0	0	0	0	7.0	7
Hourly Total	16	3	0	0	0	0	0	19	19	13	3	0	1	0	0	0	18	17
07:00 - 07:15	5	1	0	0	0	0	0	6.0	6	9	9	0	1	0	0	0	20.3	19
07:15 - 07:30	10	4	0	0	0	0	0	14.0	14	13	7	0	0	0	0	0	20.0	20
07:30 - 07:45	17	3	0	0	0	0	0	20.0	20	18	7	0	0	0	0	0	25.0	25
07:45 - 08:00	14	7	0	0	0	0	0	21.0	21	17	10	0	2	0	1	0	31.8	30
Hourly Total	46	15	0	0	0	0	0	61	61	57	33	0	3	0	1	0	97	94
08:00 - 08:15	16	4	0	0	0	0	0	20.0	20	20	7	0	0	0	0	0	27.0	27
08:15 - 08:30	11	1	0	2	0	0	0	16.6	14	17	2	0	0	0	0	0	19.0	19
08:30 - 08:45	20	4	2	2	0	0	0	31.6	28	22	8	0	0	0	1	0	30.2	31
08:45 - 09:00	11	6	1	0	0	0	0	18.5	18	20	10	1	0	0	0	0	31.5	31
Hourly Total	58	15	3	4	0	0	0	87	80	79	27	1	0	0	1	0	108	108
09:00 - 09:15	18	0	1	0	0	0	0	19.5	19	19	6	0	0	0	0	0	25.0	25
09:15 - 09:30	17	2	1	0	1	0	0	22.5	21	23	7	1	1	0	0	0	33.8	32
Hourly Total	35	2	2	0	1	0	0	42	40	42	13	1	1	0	0	0	59	57
Session Total	155	35	5	4	1	0	0	209	200	191	76	2	5	0	2	0	282	276
15:30 - 15:45	19	5	2	0	0	0	0	27.0	26	26	9	0	0	0	0	2	35.8	37
15:45 - 16:00	16	5	2	0	0	0	0	24.0	23	23	8	0	1	0	0	0	33.3	32
Hourly Total	35	10	4	0	0	0	0	51	49	49	17	0	1	0	0	2	69	69
16:00 - 16:15	28	5	0	0	0	0	0	33.0	33	24	15	1	0	0	0	0	40.5	40
16:15 - 16:30	21	4	0	0	0	0	0	25.0	25	22	4	0	0	0	0	0	26.0	26
16:30 - 16:45	25	8	1	0	0	0	0	34.5	34	37	12	0	0	0	0	0	49.0	49
16:45 - 17:00	42	2	0	0	0	0	0	44.0	44	37	20	2	0	0	0	0	60.0	59
Hourly Total	116	19	1	0	0	0	0	137	136	120	51	3	0	0	0	0	176	174
17:00 - 17:15	32	2	0	0	0	0	0	34.0	34	33	11	1	0	0	0	0	45.5	45
17:15 - 17:30	33	4	1	0	0	0	1	38.9	39	35	3	0	0	0	0	0	38.0	38
17:30 - 17:45	35	4	0	0	0	0	0	39.0	39	40	5	0	0	0	0	0	45.0	45
17:45 - 18:00	44	4	1	0	0	0	0	49.5	49	31	9	0	0	0	0	0	40.0	40
Hourly Total	144	14	2	0	0	0	1	161	161	139	28	1	0	0	0	0	169	168
18:00 - 18:15	40	6	0	0	0	0	1	46.4	47	22	2	1	0	0	1	1	25.9	26
18:15 - 18:30	24	4	0	0	0	0	0	28.0	28	23	7	0	0	0	0	0	30.0	30
Hourly Total	64	10	0	0	0	0	1	74	75	45	9	1	0	0	0	1	56	56
Session Total	359	53	7	0	0	0	2	423	421	353	105	5	1	0	0	3	470	467

A to D									A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
19	6	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
6	5	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
25	11	0	0	0	0	0	36	36	0	0	0	0	0	0	0	0	0
16	3	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
18	8	3	2	0	0	0	35.1	31	0	0	0	0	0	0	0	0.0	0
20	6	1	0	0	0	0	27.5	27	0	0	0	0	0	0	0	0.0	0
15	2	1	1	0	0	0	20.8	19	0	0	0	0	0	0	0	0.0	0
69	19	5	3	0	0	0	103	96	0	0	0	0	0	0	0	0	0
23	9	1	2	0	0	0	38.1	35	0	0	0	0	0	0	0	0.0	0
16	1	3	2	0	0	0	26.1	22	0	0	0	0	0	0	0	0.0	0
23	3	1	1	0	0	0	29.8	28	0	0	0	0	0	0	0	0.0	0
14	3	2	4	0	0	0	29.2	23	1	0	0	0	0	0	0	1.0	1
76	16	7	9	0	0	0	124	108	1	0	0	0	0	0	0	1	1
17	5	1	0	0	0	0	23.5	23	0	0	0	0	0	0	0	0.0	0
21	2	0	1	0	0	0	25.3	24	0	0	0	0	0	0	0	0.0	0
38	7	1	1	0	0	0	49	47	0	0	0	0	0	0	0	0	0
208	53	13	13	0	0	0	312	287	1	0	0	0	0	0	0	1	1
16	6	1	1	0	0	1	26.2	25	0	0	0	0	0	0	0	0.0	0
21	3	1	0	0	0	0	25.5	25	0	0	0	0	0	0	0	0.0	0
37	9	2	1	0	0	1	51	50	0	0	0	0	0	0	0	0	0
20	4	0	1	0	0	0	26.3	25	0	0	0	0	0	0	0	0.0	0
18	6	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
18	3	1	0	0	0	0	22.5	22	0	0	0	0	0	0	0	0.0	0
15	2	1	0	1	0	0	20.5	19	0	0	0	0	0	0	0	0.0	0
71	15	2	1	1	0	0	93	90	0	0	0	0	0	0	0	0	0
23	8	0	0	0	0	1	31.4	32	1	0	0	0	0	0	0	1.0	1
23	0	1	0	0	0	1	24.9	25	0	0	0	0	0	0	0	0.0	0
17	2	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
10	2	1	0	0	0	0	13.5	13	0	0	0	0	0	0	0	0.0	0
73	12	2	0	0	0	2	89	89	1	0	0	0	0	0	0	1	1
19	2	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
28	2	0	0	0	0	0	30	30	0	0	0	0	0	0	0	0	0
209	38	6	2	1	0	3	263	259	1	0	0	0	0	0	0	1	1

TIME
06:30 - 06:45
06:45 - 07:00
Hourly Total
07:00 - 07:15
07:15 - 07:30
07:30 - 07:45
07:45 - 08:00
Hourly Total
08:00 - 08:15
08:15 - 08:30
08:30 - 08:45
08:45 - 09:00
Hourly Total
09:00 - 09:15
09:15 - 09:30
Hourly Total
Session Total
15:30 - 15:45
15:45 - 16:00
Hourly Total
16:00 - 16:15
16:15 - 16:30
16:30 - 16:45
16:45 - 17:00
Hourly Total
17:00 - 17:15
17:15 - 17:30
17:30 - 17:45
17:45 - 18:00
Hourly Total
18:00 - 18:15
18:15 - 18:30
Hourly Total
Session Total

From A									To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
31	9	0	1	0	0	0	42.3	41	50	18	1	0	0	0	0	69.5	69
23	8	0	0	0	0	0	31.0	31	49	17	2	2	0	0	0	73.6	70
54	17	0	1	0	0	0	73	72	99	35	3	2	0	0	0	144	139
30	13	0	1	0	0	0	45.3	44	67	18	2	1	1	0	0	92.3	89
41	19	3	2	0	0	0	69.1	65	89	27	3	0	0	0	1	120.9	120
55	16	1	0	0	0	0	72.5	72	69	22	0	2	0	0	0	95.6	93
46	19	1	3	0	1	0	73.6	70	72	29	4	2	0	1	0	111.8	108
172	67	5	6	0	1	0	261	251	297	96	9	5	1	1	1	421	410
59	20	1	2	0	0	0	85.1	82	68	11	7	2	0	0	0	94.1	88
44	4	3	4	0	0	0	61.7	55	72	10	3	2	0	0	1	91.5	88
65	15	3	3	0	1	0	91.6	87	52	13	2	1	0	0	0	70.3	68
46	19	4	4	0	0	0	80.2	73	77	15	3	0	0	0	0	96.5	95
214	58	11	13	0	1	0	319	297	269	49	15	5	0	0	1	353	339
54	11	2	0	0	0	0	68.0	67	55	9	3	3	1	0	0	77.4	71
61	11	2	2	1	0	0	81.6	77	48	11	3	1	0	0	1	66.2	64
115	22	4	2	1	0	0	150	144	103	20	6	4	1	0	1	143	135
555	164	20	22	1	2	0	803	764	768	200	33	16	2	1	3	1061	1023
61	20	3	1	0	0	3	89.0	88	44	15	2	3	0	0	0	68.9	64
60	16	3	1	0	0	0	82.8	80	47	13	2	0	1	0	0	65.0	63
121	36	6	2	0	0	3	172	168	91	28	4	3	1	0	0	134	127
72	24	1	1	0	0	0	99.8	98	52	14	4	2	0	0	0	76.6	72
61	14	0	0	0	0	0	75.0	75	65	14	1	0	0	0	0	80.5	80
80	23	2	0	0	0	0	106.0	105	66	14	1	1	0	0	1	84.2	83
94	24	3	0	1	0	0	124.5	122	64	15	1	0	0	0	2	81.3	82
307	85	6	1	1	0	0	405	400	247	57	7	3	0	0	3	323	317
89	21	1	0	0	0	1	111.9	112	79	11	2	0	0	0	1	93.4	93
91	7	2	0	0	0	2	101.8	102	64	11	1	3	0	0	0	83.4	79
92	11	0	0	0	0	0	103.0	103	75	4	1	1	0	0	0	82.8	81
85	15	2	0	0	0	0	103.0	102	76	9	0	0	1	0	0	87.0	86
357	54	5	0	0	0	3	420	419	294	35	4	4	1	0	1	346	339
81	10	1	0	0	0	2	93.3	94	70	7	0	0	0	0	2	77.8	79
56	11	0	0	0	0	0	67.0	67	81	2	0	0	0	0	0	83.0	83
137	21	1	0	0	0	2	161	161	151	9	0	0	0	0	2	161	162
922	196	18	3	1	0	8	1158	1148	783	129	15	10	2	0	6	964	945



Tendring District, Essex - Manual Traffic Survey: Thursday, 04 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: B - (East) A120

TIME	B to C									B to D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	5	2	0	0	0	0	0	7.0	7	70	17	6	42	0	0	1	193.0	136
06:45 - 07:00	2	2	0	0	0	0	0	4.0	4	93	30	4	43	0	0	5	229.9	175
Hourly Total	7	4	0	0	0	0	0	11	11	163	47	10	85	0	0	6	423	311
07:00 - 07:15	10	5	0	0	0	0	0	15.0	15	106	25	7	19	0	0	8	188.4	165
07:15 - 07:30	7	3	0	1	0	0	0	12.3	11	138	29	7	29	0	0	9	247.8	212
07:30 - 07:45	9	1	0	0	0	0	0	10.0	10	172	28	5	33	1	0	1	285.8	240
07:45 - 08:00	10	2	0	0	0	0	0	12.0	12	123	20	3	16	0	0	3	185.5	165
Hourly Total	36	11	0	1	0	0	0	49	48	539	102	22	97	1	0	21	907	782
08:00 - 08:15	5	3	0	1	0	0	0	10.3	9	115	23	4	9	0	0	1	165.1	152
08:15 - 08:30	13	3	0	0	0	0	0	16.0	16	118	19	5	9	0	0	4	166.8	155
08:30 - 08:45	8	1	0	0	0	0	0	9.0	9	97	12	6	16	0	0	1	155.2	132
08:45 - 09:00	8	1	0	0	0	0	0	9.0	9	78	19	1	10	0	0	2	122.3	110
Hourly Total	34	8	0	1	0	0	0	44	43	408	73	16	44	0	0	8	609	549
09:00 - 09:15	9	1	0	0	0	0	0	10.0	10	72	13	4	13	0	0	2	121.7	104
09:15 - 09:30	5	0	0	0	0	0	0	5.0	5	47	19	0	18	0	0	2	108.2	86
Hourly Total	14	1	0	0	0	0	0	15	15	119	32	4	31	0	0	4	230	190
Session Total	91	24	0	2	0	0	0	119	117	1229	254	52	257	1	0	39	2169	1832
15:30 - 15:45	11	2	1	0	0	0	0	14.5	14	63	14	1	5	0	0	0	90.0	83
15:45 - 16:00	5	0	0	0	0	0	0	5.0	5	67	14	6	6	0	0	3	105.0	96
Hourly Total	16	2	1	0	0	0	0	20	19	130	28	7	11	0	0	3	195	179
16:00 - 16:15	5	4	0	0	0	0	0	9.0	9	79	29	1	6	0	0	2	124.1	117
16:15 - 16:30	7	2	1	0	0	0	0	10.5	10	67	23	6	8	0	0	0	117.4	104
16:30 - 16:45	5	1	1	0	0	0	0	7.5	7	65	19	0	3	0	0	2	91.7	89
16:45 - 17:00	11	1	0	0	0	0	0	12.0	12	74	19	4	9	0	0	0	119.7	106
Hourly Total	28	8	2	0	0	0	0	39	38	285	90	11	26	0	0	4	454	416
17:00 - 17:15	6	4	0	0	0	0	0	10.0	10	59	17	3	8	0	0	0	98.9	87
17:15 - 17:30	13	0	0	0	0	0	0	13.0	13	93	11	0	5	0	0	2	116.3	111
17:30 - 17:45	11	2	0	0	0	0	0	13.0	13	48	12	4	6	0	0	0	79.8	70
17:45 - 18:00	9	0	0	0	0	0	0	9.0	9	63	13	2	3	0	0	4	87.5	85
Hourly Total	39	6	0	0	0	0	0	45	45	263	53	9	22	0	0	6	383	353
18:00 - 18:15	10	0	0	0	0	0	0	10.0	10	45	5	1	4	0	0	0	60.7	55
18:15 - 18:30	4	0	0	0	0	0	0	4.0	4	49	6	1	2	0	0	1	61.5	59
Hourly Total	14	0	0	0	0	0	0	14	14	94	11	2	6	0	0	1	122	114
Session Total	97	16	3	0	0	0	0	118	116	772	182	29	65	0	0	14	1154	1062

B to A									B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
24	5	0	0	0	0	0	29.0	29	0	0	0	0	0	0	0	0.0	0
29	5	1	0	0	0	0	35.5	35	0	0	0	0	0	0	0	0.0	0
53	10	1	0	0	0	0	65	64	0	0	0	0	0	0	0	0	0
40	7	2	0	0	0	0	50.0	49	0	0	0	0	0	0	0	0.0	0
42	7	1	0	0	0	0	50.5	50	0	0	0	0	0	0	0	0.0	0
31	4	0	0	0	0	0	35.0	35	0	0	0	0	0	0	0	0.0	0
26	2	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0
139	20	3	0	0	0	0	164	162	0	0	0	0	0	0	0	0	0
29	5	1	0	0	0	0	35.5	35	1	0	0	0	0	0	0	1.0	1
36	4	1	0	0	0	0	41.5	41	0	0	0	0	0	0	0	0.0	0
21	5	1	0	0	0	0	27.5	27	0	0	0	0	0	0	0	0.0	0
39	4	0	0	0	0	0	43.0	43	0	0	0	0	0	0	0	0.0	0
125	18	3	0	0	0	0	148	146	1	0	0	0	0	0	0	1	1
29	2	2	0	0	0	0	34.0	33	1	0	0	0	0	0	0	1.0	1
23	4	0	1	0	0	1	29.7	29	0	0	0	0	0	0	0	0.0	0
52	6	2	1	0	0	1	63	62	1	0	0	0	0	0	0	1	1
369	54	9	1	0	0	1	440	434	2	0	0	0	0	0	0	2	2
13	3	0	2	0	0	0	20.6	18	0	0	0	0	0	0	0	0.0	0
17	8	2	0	0	0	0	28.0	27	0	0	0	0	0	0	0	0.0	0
30	11	2	2	0	0	0	49	45	0	0	0	0	0	0	0	0	0
23	3	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0.0	0
20	3	0	0	0	0	0	23.0	23	0	1	0	0	0	0	0	1.0	1
21	8	0	0	0	0	0	29.0	29	0	0	0	0	0	0	0	0.0	0
22	3	0	0	0	0	1	25.4	26	2	0	0	0	0	0	0	2.0	2
86	17	0	0	0	0	1	103	104	2	1	0	0	0	0	0	3	3
24	1	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
25	3	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0
13	3	0	0	0	0	0	16.0	16	1	0	0	0	0	0	0	1.0	1
14	3	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
76	10	0	0	0	0	0	86	86	1	0	0	0	0	0	0	1	1
16	2	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
18	0	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
34	2	0	0	0	0	0	36	36	0	0	0	0	0	0	0	0	0
226	40	2	2	0	0	1	274	271	3	1	0	0	0	0	0	4	4

TIME
06:30 - 06:45
06:45 - 07:00
Hourly Total
07:00 - 07:15
07:15 - 07:30
07:30 - 07:45
07:45 - 08:00
Hourly Total
08:00 - 08:15
08:15 - 08:30
08:30 - 08:45
08:45 - 09:00
Hourly Total
09:00 - 09:15
09:15 - 09:30
Hourly Total
Session Total
15:30 - 15:45
15:45 - 16:00
Hourly Total
16:00 - 16:15
16:15 - 16:30
16:30 - 16:45
16:45 - 17:00
Hourly Total
17:00 - 17:15
17:15 - 17:30
17:30 - 17:45
17:45 - 18:00
Hourly Total
18:00 - 18:15
18:15 - 18:30
Hourly Total
Session Total

From B									To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
99	24	6	42	0	0	1	229.0	172	53	10	3	11	1	0	2	95.6	80
124	37	5	43	0	0	5	269.4	214	53	21	6	12	1	0	0	112.6	93
223	61	11	85	0	0	6	499	386	106	31	9	23	2	0	2	209	173
156	37	9	19	0	0	8	253.4	229	54	23	4	18	0	0	3	125.6	102
187	39	8	30	0	0	9	310.6	273	60	13	6	15	0	0	1	116.9	95
212	33	5	33	1	0	1	330.8	285	87	36	1	4	0	0	0	133.7	128
159	24	3	16	0	0	3	225.5	205	59	36	0	9	0	0	2	116.5	106
714	133	25	98	1	0	21	1120	992	260	108	11	46	0	0	6	493	431
150	31	5	10	0	0	1	211.9	197	64	23	3	9	0	0	6	114.6	105
167	26	6	9	0	0	4	224.3	212	63	23	3	10	0	0	1	113.9	100
126	18	7	16	0	0	1	191.7	168	92	22	4	14	0	0	0	152.2	132
125	24	1	10	0	0	2	174.3	162	52	12	5	5	0	0	0	83.0	74
568	99	19	45	0	0	8	803	739	271	80	15	38	0	0	7	464	411
111	16	6	13	0	0	2	166.7	148	76	14	2	4	0	0	0	102.2	96
75	23	0	19	0	0	3	142.9	120	60	17	8	6	1	0	2	105.6	94
186	39	6	32	0	0	5	310	268	136	31	10	10	1	0	2	208	190
1691	332	61	260	1	0	40	2732	2385	773	250	45	117	3	0	17	1374	1205
87	19	2	7	0	0	0	125.1	115	111	36	11	15	0	0	3	199.2	176
89	22	8	6	0	0	3	138.0	128	79	35	5	15	0	0	0	156.0	134
176	41	10	13	0	0	3	263	243	190	71	16	30	0	0	3	355	310
107	36	1	6	0	0	2	159.1	152	122	40	7	13	0	0	1	202.8	183
94	29	7	8	0	0	0	151.9	138	141	20	4	28	0	0	4	233.0	197
91	28	1	3	0	0	2	128.2	125	133	44	5	18	0	0	3	227.1	203
109	23	4	9	0	0	1	159.1	146	187	33	1	12	0	0	6	251.5	239
401	116	13	26	0	0	5	599	561	583	137	17	71	0	0	14	915	822
89	22	3	8	0	0	0	133.9	122	164	28	2	20	0	0	0	241.0	214
131	14	0	5	0	0	2	157.3	152	180	41	7	19	0	0	5	277.2	252
73	17	4	6	0	0	0	109.8	100	175	30	1	18	0	0	0	247.9	224
86	16	2	3	0	0	4	113.5	111	137	22	1	17	0	0	2	200.4	179
379	69	9	22	0	0	6	515	485	656	121	11	74	0	0	7	967	869
71	7	1	4	0	0	0	88.7	83	173	19	1	13	0	0	5	225.4	211
71	6	1	2	0	0	1	83.5	81	113	17	1	17	1	0	1	173.0	150
142	13	2	6	0	0	1	172	164	286	36	2	30	1	0	6	398	361
1098	239	34	67	0	0	15	1549	1453	1715	365	46	205	1	0	30	2635	2362



Tendring District, Essex - Manual Traffic Survey: Thursday, 04 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: C - B1035

TIME	C to D									C to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	4	3	0	0	0	0	1	7.4	8	19	12	0	0	0	0	0	31.0	31
06:45 - 07:00	3	1	0	0	0	0	0	4.0	4	16	9	0	0	0	0	0	25.0	25
Hourly Total	7	4	0	0	0	0	1	11	12	35	21	0	0	0	0	0	56	56
07:00 - 07:15	5	2	1	0	0	0	0	8.5	8	21	5	0	1	1	0	0	30.3	28
07:15 - 07:30	4	1	0	0	0	0	0	5.0	5	38	14	1	0	0	1	0	53.9	54
07:30 - 07:45	9	0	0	0	0	0	0	9.0	9	32	13	0	0	0	0	0	45.0	45
07:45 - 08:00	10	2	0	0	0	0	0	12.0	12	27	18	1	0	0	1	0	46.7	47
Hourly Total	28	5	1	0	0	0	0	35	34	118	50	2	1	1	1	1	175	174
08:00 - 08:15	7	6	0	1	0	0	0	15.3	14	24	3	5	0	0	0	0	34.5	32
08:15 - 08:30	6	2	0	0	0	0	0	8.0	8	22	4	0	0	0	0	0	26.0	26
08:30 - 08:45	4	2	1	1	0	0	0	9.8	8	23	3	1	1	0	0	0	29.8	28
08:45 - 09:00	9	0	0	0	0	0	0	9.0	9	25	7	1	0	0	0	0	33.5	33
Hourly Total	26	10	1	2	0	0	0	43	39	94	17	7	1	0	0	0	124	119
09:00 - 09:15	6	1	1	0	0	0	0	8.5	8	17	6	0	0	0	0	0	23.0	23
09:15 - 09:30	3	0	1	0	0	0	0	4.5	4	13	7	0	0	0	0	0	20.0	20
Hourly Total	9	1	2	0	0	0	0	13	12	30	13	0	0	0	0	0	43	43
Session Total	70	20	4	2	0	0	1	102	97	277	101	9	2	1	1	1	398	392
15:30 - 15:45	4	0	0	0	0	0	0	4.0	4	16	7	1	0	0	0	0	24.5	24
15:45 - 16:00	3	2	0	1	0	0	0	7.3	6	15	2	0	0	1	0	0	19.0	18
Hourly Total	7	2	0	1	0	0	0	11	10	31	9	1	0	1	0	0	44	42
16:00 - 16:15	4	0	1	0	0	0	0	5.5	5	13	8	3	1	0	0	0	27.8	25
16:15 - 16:30	1	3	0	1	0	0	0	6.3	5	27	6	1	0	0	0	0	34.5	34
16:30 - 16:45	4	0	0	0	0	0	0	4.0	4	25	5	1	0	0	0	1	31.9	32
16:45 - 17:00	9	1	0	0	0	0	0	10.0	10	22	9	0	0	0	0	0	31.0	31
Hourly Total	18	4	1	1	0	0	0	26	24	87	28	5	1	0	0	1	125	122
17:00 - 17:15	11	4	0	0	0	0	1	15.4	16	28	4	1	0	0	0	1	33.9	34
17:15 - 17:30	10	1	0	0	0	0	0	11.0	11	19	6	1	2	0	0	0	31.1	28
17:30 - 17:45	11	0	0	1	0	0	0	13.3	12	41	0	1	0	0	0	0	42.5	42
17:45 - 18:00	9	0	0	0	0	0	0	9.0	9	40	4	0	0	1	0	0	46.0	45
Hourly Total	41	5	0	1	0	0	1	48	48	128	14	3	2	1	0	1	154	149
18:00 - 18:15	11	0	0	0	0	0	0	11.0	11	37	1	0	0	0	0	2	38.8	40
18:15 - 18:30	10	0	0	0	0	0	0	10.0	10	39	1	0	0	0	0	0	40.0	40
Hourly Total	21	0	0	0	0	0	0	21	21	76	2	0	0	0	0	2	79	80
Session Total	87	11	1	3	0	0	1	106	103	322	53	9	3	2	0	4	402	393

C to B									C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
8	1	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
4	2	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
12	3	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
7	3	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
5	1	0	0	0	0	0	6.0	6	1	0	0	0	0	0	0	1.0	1
7	2	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
24	6	0	0	0	0	0	30	30	1	0	0	0	0	0	0	1	1
5	2	0	0	0	0	1	7.4	8	0	0	0	0	0	0	0	0.0	0
11	1	0	1	0	0	0	14.3	13	0	0	0	0	0	0	0	0.0	0
10	3	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
31	6	0	1	0	0	1	39	39	0	0	0	0	0	0	0	0	0
7	2	1	0	0	0	0	10.5	10	0	0	0	0	0	0	0	0.0	0
7	2	1	0	0	0	0	10.5	10	0	0	0	0	0	0	0	0.0	0
14	4	2	0	0	0	0	21	20	0	0	0	0	0	0	0	0	0
81	19	2	1	0	0	1	105	104	1	0	0	0	0	0	0	1	1
10	3	2	1	0	0	0	18.3	16	0	0	0	0	0	0	0	0.0	0
5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
15	4	2	1	0	0	0	24	22	0	0	0	0	0	0	0	0	0
8	4	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
15	0	1	0	0	0	0	16.5	16	0	0	0	0	0	0	0	0.0	0
8	1	0	1	0	0	0	11.3	10	0	0	0	0	0	0	0	0.0	0
11	1	0	0	0	0	1	12.4	13	0	0	0	0	0	0	0	0.0	0
42	6	1	1	0	0	1	52	51	0	0	0	0	0	0	0	0	0
9	3	1	0	0	0	0	13.5	13	0	0	0	0	0	0	0	0.0	0
13	2	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
13	1	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
17	3	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0
52	9	1	0	0	0	0	63	62	0	0	0	0	0	0	0	0	0
14	1	0	0	0	0	1	15.4	16	0	0	1	0	0	0	0	0.0	0
13	2	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
27	3	0	0	0	0	1	30	31	0	0	0	0	0	0	0	0	0
136	22	4	2	0	0	2	169	166	0	0	0	0	0	0	0	0	0

TIME
06:30 - 06:45
06:45 - 07:00
Hourly Total
07:00 - 07:15
07:15 - 07:30
07:30 - 07:45
07:45 - 08:00
Hourly Total
08:00 - 08:15
08:15 - 08:30
08:30 - 08:45
08:45 - 09:00
Hourly Total
09:00 - 09:15
09:15 - 09:30
Hourly Total
Session Total
15:30 - 15:45
15:45 - 16:00
Hourly Total
16:00 - 16:15
16:15 - 16:30
16:30 - 16:45
16:45 - 17:00
Hourly Total
17:00 - 17:15
17:15 - 17:30
17:30 - 17:45
17:45 - 18:00
Hourly Total
18:00 - 18:15
18:15 - 18:30
Hourly Total
Session Total

From C									To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
31	16	0	0	0	0	1	47.4	48	14	3	0	1	0	0	0	19.3	18
23	12	0	0	0	0	0	35.0	35	10	4	0	0	0	0	0	14.0	14
54	28	0	0	0	0	1	82	83	24	7	0	1	0	0	0	33	32
33	10	1	1	1	0	0	48.8	46	21	14	0	1	0	0	0	37.3	36
47	15	1	0	0	0	1	63.9	64	21	11	0	1	0	0	0	34.3	33
47	14	0	0	0	0	0	61.0	61	31	8	0	1	0	0	0	41.3	40
44	22	1	0	0	1	0	67.7	68	31	12	0	2	0	1	0	47.8	46
171	61	3	1	1	1	1	241	239	104	45	0	5	0	1	0	161	155
36	11	5	1	0	0	1	57.2	54	32	14	0	1	0	0	0	48.3	47
39	7	0	1	0	0	0	48.3	47	35	8	0	0	0	0	0	43.0	43
37	8	2	2	0	0	0	52.6	49	34	10	1	0	0	1	0	45.7	46
39	7	1	0	0	0	0	47.5	47	36	12	1	0	0	0	0	49.5	49
151	33	8	4	0	0	1	205	197	137	44	2	1	0	1	0	186	185
30	9	2	0	0	0	0	42.0	41	29	8	0	0	0	0	0	37.0	37
23	9	2	0	0	0	0	35.0	34	34	9	1	1	0	0	0	46.8	45
53	18	4	0	0	0	0	77	75	63	17	1	1	0	0	0	84	82
429	140	15	5	1	1	3	605	594	328	113	3	8	0	2	0	464	454
30	10	3	1	0	0	0	46.8	44	46	15	1	0	0	0	2	63.3	64
23	5	0	1	1	0	0	32.3	30	35	9	0	1	0	0	0	46.3	45
53	15	3	2	1	0	0	80	74	81	24	1	1	0	0	2	110	109
25	12	4	1	0	0	0	45.3	42	44	25	2	0	0	0	0	72.0	71
43	9	2	1	0	0	0	57.3	55	42	15	2	0	0	0	0	60.0	59
37	6	1	1	0	0	1	47.2	46	65	16	2	0	0	0	1	84.4	84
42	11	0	0	0	0	1	53.4	54	58	26	2	0	0	0	0	87.0	86
147	38	7	3	0	0	2	204	197	209	82	8	0	0	0	1	303	300
48	11	2	0	0	0	2	62.8	63	58	25	1	0	0	0	0	84.5	84
42	9	1	2	0	0	0	57.1	54	76	9	0	0	0	0	1	85.4	86
65	1	1	1	0	0	0	69.8	68	67	14	0	1	0	0	1	83.7	83
66	7	0	0	1	0	0	75.0	74	69	11	0	0	0	0	1	80.4	81
221	28	4	3	1	0	2	265	259	270	59	1	1	0	0	3	334	334
62	2	0	0	0	0	3	65.2	67	46	3	1	0	0	0	1	50.9	51
62	3	0	0	0	0	0	65.0	65	37	10	0	0	0	0	0	47.0	47
124	5	0	0	0	0	3	130	132	83	13	1	0	0	0	1	98	98
545	86	14	8	2	0	7	679	662	643	178	11	2	0	0	7	845	841



Tendring District, Essex - Manual Traffic Survey: Thursday, 04 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: D - (West) A120

TIME	D to A									D to B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	7	1	1	0	0	0	0	9.5	9	41	7	3	11	1	0	2	80.6	65
06:45 - 07:00	4	3	1	2	0	0	0	13.1	10	37	18	6	12	1	0	0	93.6	74
Hourly Total	11	4	2	2	0	0	0	23	19	78	25	9	23	2	0	2	175	139
07:00 - 07:15	6	6	0	0	0	0	0	12.0	12	42	19	4	18	0	0	3	109.6	86
07:15 - 07:30	9	6	1	0	0	0	0	16.5	16	45	9	6	15	0	0	1	97.9	76
07:30 - 07:45	6	5	0	2	0	0	0	15.6	13	65	32	1	4	0	0	0	107.7	102
07:45 - 08:00	19	9	3	2	0	0	0	37.1	33	38	27	0	9	0	0	2	86.5	76
Hourly Total	40	26	4	4	0	0	0	81	74	190	87	11	46	0	0	6	402	340
08:00 - 08:15	15	3	1	2	0	0	0	24.1	21	42	17	3	9	0	0	5	86.2	76
08:15 - 08:30	14	2	2	2	0	0	1	24.0	21	41	21	3	7	0	0	1	83.0	73
08:30 - 08:45	8	5	0	0	0	0	0	13.0	13	62	15	2	12	0	0	0	107.6	91
08:45 - 09:00	12	4	2	0	0	0	0	19.0	18	36	6	4	5	0	0	0	59.5	51
Hourly Total	49	14	5	4	0	0	1	80	73	181	59	12	33	0	0	6	336	291
09:00 - 09:15	9	1	1	3	1	0	0	20.4	15	50	12	0	4	0	0	0	71.2	66
09:15 - 09:30	12	0	3	0	0	0	0	16.5	15	36	13	6	6	0	0	2	72.6	63
Hourly Total	21	1	4	3	1	0	0	37	30	86	25	6	10	0	0	2	144	129
Session Total	121	45	15	13	1	0	1	221	196	535	196	38	112	2	0	16	1057	899
15:30 - 15:45	15	5	1	1	0	0	0	23.8	22	82	28	7	14	0	0	3	153.9	134
15:45 - 16:00	15	3	0	0	0	0	0	18.0	18	58	29	3	15	0	0	0	126.0	105
Hourly Total	30	8	1	1	0	0	0	42	40	140	57	10	29	0	0	3	280	239
16:00 - 16:15	16	3	1	1	0	0	0	22.8	21	86	31	7	13	0	0	1	157.8	138
16:15 - 16:30	18	5	0	0	0	0	0	23.0	23	105	15	3	28	0	0	4	190.5	155
16:30 - 16:45	20	1	0	1	0	0	0	23.3	22	100	35	4	17	0	0	3	181.3	159
16:45 - 17:00	20	3	1	0	0	0	1	24.9	25	132	30	1	12	0	0	5	193.1	180
Hourly Total	74	12	2	2	0	0	1	94	91	423	111	15	70	0	0	13	723	632
17:00 - 17:15	26	6	1	0	0	0	0	33.5	33	123	23	1	20	0	0	0	193.5	167
17:15 - 17:30	20	2	0	1	0	0	0	24.3	23	134	35	6	19	0	0	4	223.3	198
17:30 - 17:45	21	1	0	1	0	0	0	24.3	23	126	25	1	18	0	0	0	193.9	170
17:45 - 18:00	22	2	0	0	0	0	0	24.0	24	76	15	0	17	0	0	2	130.9	110
Hourly Total	89	11	1	2	0	0	0	107	103	459	98	8	74	0	0	6	741	645
18:00 - 18:15	17	4	0	0	0	0	0	21.0	21	119	12	1	13	0	0	3	163.6	148
18:15 - 18:30	24	1	0	0	0	0	0	25.0	25	76	11	1	17	1	0	1	130.0	107
Hourly Total	41	5	0	0	0	0	0	46	46	195	23	2	30	1	0	4	294	255
Session Total	234	36	4	5	0	0	1	289	280	1217	289	35	203	1	0	26	2038	1771

D to C									D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3.0	3	2	0	0	0	0	0	0	2.0	2
4	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	2	2
2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
1	1	0	0	0	0	0	2.0	2	1	2	0	0	0	0	0	3.0	3
3	0	0	1	0	0	0	5.3	4	4	1	0	0	1	0	0	7.0	6
4	0	0	0	0	0	0	4.0	4	2	1	0	0	0	0	0	3.0	3
10	1	0	1	0	0	0	13	12	8	4	0	0	1	0	0	14	13
7	4	0	0	0	0	0	11.0	11	2	3	0	0	0	0	0	5.0	5
5	3	0	0	0	0	0	8.0	8	4	0	1	0	0	0	0	5.5	5
4	1	1	0	0	0	0	6.5	6	3	4	1	0	0	0	0	8.5	8
8	1	0	0	0	0	0	9.0	9	1	2	0	0	0	0	0	3.0	3
24	9	1	0	0	0	0	35	34	10	9	2	0	0	0	0	22	21
1	1	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
6	2	0	0	0	0	0	8.0	8	3	0	0	0	0	0	0	3.0	3
7	3	0	0	0	0	0	10	10	4	0	0	0	0	0	0	4	4
45	13	1	1	0	0	0	62	60	24	13	2	0	1	0	0	42	40
9	4	0	0	0	0	0	13.0	13	2	0	0	1	0	0	0	4.3	3
7	1	0	0	0	0	0	8.0	8	0	1	0	0	0	0	0	1.0	1
16	5	0	0	0	0	0	21	21	2	1	0	1	0	0	0	5	4
15	6	1	0	0	0	0	22.5	22	1	0	0	0	0	0	0	1.0	1
13	9	1	0	0	0	0	23.5	23	1	0	0	1	0	0	0	3.3	2
23	3	1	0	0	0	1	27.9	28	8	0	0	1	1	0	0	12.3	10
10	5	0	0	0	0	0	15.0	15	1	0	0	0	0	0	0	1.0	1
61	23	3	0	0	0	1	89	88	11	0	0	2	1	0	0	18	14
19	10	0	0	0	0	0	29.0	29	1	0	0	0	0	0	0	1.0	1
28	6	0	0	0	0	1	34.4	35	0	1	0	0	0	0	0	1.0	1
16	7	0	1	0	0	1	25.7	25	2	0	0	0	0	0	0	2.0	2
29	2	0	0	0	0	1	31.4	32	2	0	0	1	0	0	0	4.3	3
92	25	0	1	0	0	3	120	121	5	1	0	1	0	0	0	8	7
14	1	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
10	3	0	0	0	0	0	13.0	13	1	0	0	0	0	0	0	1.0	1
24	4	0	0	0	0	0	28	28	1	0	0	0	0	0	0	1	1
193	57	3	1	0	0	4	258	258	19	2	0	4	1	0	0	32	26

TIME
06:30 - 06:45
06:45 - 07:00
Hourly Total
07:00 - 07:15
07:15 - 07:30
07:30 - 07:45
07:45 - 08:00
Hourly Total
08:00 - 08:15
08:15 - 08:30
08:30 - 08:45
08:45 - 09:00
Hourly Total
09:00 - 09:15
09:15 - 09:30
Hourly Total
Session Total
15:30 - 15:45
15:45 - 16:00
Hourly Total
16:00 - 16:15
16:15 - 16:30
16:30 - 16:45
16:45 - 17:00
Hourly Total
17:00 - 17:15
17:15 - 17:30
17:30 - 17:45
17:45 - 18:00
Hourly Total
18:00 - 18:15
18:15 - 18:30
Hourly Total
Session Total

From D									To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
49	8	4	11	1	0	2	91.1	75	93	26	6	42	0	0	2	225.4	169
46	21	7	14	1	0	0	111.7	89	104	36	4	43	0	0	5	246.9	192
95	29	11	25	2	0	2	204	164	197	62	10	85	0	0	7	473	361
51	25	4	18	0	0	3	124.6	101	128	30	8	19	0	0	8	216.9	193
56	18	7	15	0	0	1	119.4	97	161	40	10	31	0	0	9	290.9	251
78	38	1	7	1	0	0	135.6	125	205	35	6	33	2	0	1	329.3	282
63	37	3	11	0	0	2	130.6	116	150	25	4	17	0	0	3	221.3	199
248	118	15	51	1	0	6	510	439	644	130	28	100	2	0	21	1058	925
66	27	4	11	0	0	5	126.3	113	147	41	5	12	0	0	1	223.5	206
64	26	6	9	0	0	2	120.5	107	144	22	9	11	0	0	4	206.4	190
77	25	4	12	0	0	0	135.6	118	127	21	9	18	0	0	1	203.3	176
57	13	6	5	0	0	0	90.5	81	102	24	3	14	0	0	2	163.5	145
264	91	20	37	0	0	7	473	419	520	108	26	55	0	0	8	797	717
61	14	1	7	1	0	0	94.6	84	96	19	6	13	0	0	2	154.7	136
57	15	9	6	0	0	2	100.1	89	74	21	1	19	0	0	2	141.0	117
118	29	10	13	1	0	2	195	173	170	40	7	32	0	0	4	297	253
725	267	56	126	4	0	17	1382	1195	1531	340	71	272	2	0	40	2625	2256
108	37	8	16	0	0	3	195.0	172	85	20	2	7	0	0	1	124.5	115
80	34	3	15	0	0	0	153.0	132	91	20	7	7	0	0	3	138.8	128
188	71	11	31	0	0	3	348	304	176	40	9	14	0	0	4	264	243
118	40	9	14	0	0	1	204.1	182	104	33	2	7	0	0	2	156.9	148
137	29	4	29	0	0	4	240.3	203	87	32	6	10	0	0	0	151.0	135
151	39	5	19	1	0	4	244.8	219	95	22	1	4	1	0	2	130.5	125
163	38	2	12	0	0	6	234.0	221	99	22	5	9	1	0	0	151.2	136
569	146	20	74	1	0	15	923	825	385	109	14	30	2	0	4	590	544
169	39	2	20	0	0	0	257.0	230	94	29	3	8	0	0	2	146.7	136
182	44	6	20	0	0	5	283.0	257	126	13	1	5	0	0	3	153.2	148
165	33	1	20	0	0	1	245.9	220	78	14	4	7	0	0	0	114.1	103
129	19	0	18	0	0	3	190.6	169	84	15	3	4	0	0	4	114.3	110
645	135	9	78	0	0	9	977	876	382	71	11	24	0	0	9	529	497
150	17	1	13	0	0	3	199.6	184	75	7	1	4	0	0	0	92.7	87
111	15	1	17	1	0	1	169.0	146	69	6	1	2	0	0	1	81.5	79
261	32	2	30	1	0	4	369	330	144	13	2	6	0	0	1	174	166
1663	384	42	213	2	0	31	2617	2335	1087	233	36	74	2	0	18	1557	1450



Tendring District, Essex - Queue Length Survey: Thursday, 04 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Survey Period	A - B1035 Clacton Road		B - (East) A120		C - B1035		D - (West) A120	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
06:30 - 06:35	1	2	1	0	5	1	4	1
06:35 - 06:40	1	0	18	1	9	1	3	0
06:40 - 06:45	0	0	0	0	2	0	2	0
06:45 - 06:50	0	0	2	1	4	0	1	0
06:50 - 06:55	1	0	0	0	4	0	1	0
06:55 - 07:00	1	0	1	0	6	2	2	1
07:00 - 07:05	2	0	3	0	7	0	5	0
07:05 - 07:10	1	0	0	0	5	0	3	0
07:10 - 07:15	1	1	11	5	9	0	4	0
07:15 - 07:20	2	0	3	2	9	0	3	1
07:20 - 07:25	2	0	8	6	7	0	4	0
07:25 - 07:30	2	0	6	3	3	1	7	0
07:30 - 07:35	3	0	11	1	2	1	6	1
07:35 - 07:40	3	1	5	2	3	0	4	0
07:40 - 07:45	2	0	5	1	4	1	1	1
07:45 - 07:50	4	1	6	2	7	1	4	0
07:50 - 07:55	5	1	5	1	5	1	4	0
07:55 - 08:00	2	0	2	0	2	0	2	1
08:00 - 08:05	3	0	6	1	3	2	3	1
08:05 - 08:10	2	1	3	1	15	0	1	1
08:10 - 08:15	5	0	8	4	3	0	2	1
08:15 - 08:20	3	0	5	2	4	0	3	0
08:20 - 08:25	12	0	8	4	5	1	2	1
08:25 - 08:30	2	0	5	1	5	0	2	1
08:30 - 08:35	1	0	4	0	4	1	2	0
08:35 - 08:40	11	1	18	3	4	1	3	1
08:40 - 08:45	2	0	2	1	4	0	4	2
08:45 - 08:50	2	0	5	2	2	0	5	1
08:50 - 08:55	5	0	7	3	6	0	7	1
08:55 - 09:00	1	0	2	2	1	1	1	1
09:00 - 09:05	2	0	7	3	3	0	2	0
09:05 - 09:10	3	0	2	0	1	0	2	0
09:10 - 09:15	2	0	2	1	1	0	2	0
09:15 - 09:20	2	0	5	2	4	0	1	0
09:20 - 09:25	5	0	7	3	1	0	2	1
09:25 - 09:30	1	0	5	1	2	0	2	0
15:30 - 15:35	1	2	2	1	3	1	2	1
15:35 - 15:40	1	2	3	0	4	0	1	1
15:40 - 15:45	10	0	2	1	1	0	4	0
15:45 - 15:50	9	0	1	0	1	0	1	0
15:50 - 15:55	2	0	1	0	4	0	5	1
15:55 - 16:00	21	0	2	0	2	0	0	1
16:00 - 16:05	4	1	2	0	2	0	3	1
16:05 - 16:10	2	0	2	0	3	0	3	1
16:10 - 16:15	5	1	5	1	5	1	6	2
16:15 - 16:20	9	0	9	1	2	0	7	1
16:20 - 16:25	3	2	2	1	8	0	2	1
16:25 - 16:30	3	0	2	1	4	0	9	3
16:30 - 16:35	5	2	2	1	3	0	4	2
16:35 - 16:40	10	0	4	1	3	0	5	2
16:40 - 16:45	12	1	2	2	2	0	2	3
16:45 - 16:50	11	0	6	2	2	0	8	1
16:50 - 16:55	5	0	3	3	2	0	6	0
16:55 - 17:00	20	0	2	1	3	0	4	2
17:00 - 17:05	14	1	2	1	1	0	2	1
17:05 - 17:10	8	1	2	1	3	0	3	1
17:10 - 17:15	10	1	4	2	2	0	7	2
17:15 - 17:20	16	2	3	2	6	1	5	1
17:20 - 17:25	4	0	2	1	2	0	7	0
17:25 - 17:30	7	1	3	1	3	0	6	2
17:30 - 17:35	8	2	2	0	1	0	3	1
17:35 - 17:40	4	2	1	1	2	1	10	2
17:40 - 17:45	8	0	6	2	0	0	3	2
17:45 - 17:50	4	0	3	2	7	0	12	2
17:50 - 17:55	3	0	2	1	3	0	3	2
17:55 - 18:00	17	0	2	2	1	1	3	1
18:00 - 18:05	6	1	2	0	2	0	3	1
18:05 - 18:10	6	0	2	2	5	0	6	1
18:10 - 18:15	4	0	1	0	3	0	2	1
18:15 - 18:20	3	0	4	0	4	0	3	0
18:20 - 18:25	1	0	2	2	2	0	3	1
18:25 - 18:30	6	0	0	1	2	0	5	0



Tendring District, Essex: Queue Length Survey - Tuesday, 09 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: A - B1035 Clacton Road

TIME	A to B									A to C								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	3	3	1	0	0	0	0	7.5	7	4	3	0	1	0	0	0	9.3	8
06:45 - 07:00	11	2	0	0	0	0	0	13.0	13	10	3	0	0	0	1	1	13.6	15
Hourly Total	14	5	1	0	0	0	0	21	20	14	6	0	1	0	1	1	22	23
07:00 - 07:15	10	1	0	0	0	0	0	11.0	11	4	7	0	0	0	0	0	11.0	11
07:15 - 07:30	12	4	1	0	0	0	0	17.5	17	17	8	0	0	0	0	0	25.0	25
07:30 - 07:45	23	4	0	0	0	0	0	27.0	27	16	8	0	0	0	1	0	24.2	25
07:45 - 08:00	15	3	0	0	0	0	0	18.0	18	21	1	1	1	0	0	0	25.8	24
Hourly Total	60	12	1	0	0	0	0	74	73	58	24	1	1	0	1	0	86	85
08:00 - 08:15	11	8	0	0	0	0	1	19.4	20	15	11	2	0	0	0	0	29.0	28
08:15 - 08:30	12	1	0	0	0	0	0	13.0	13	11	4	0	0	0	0	0	15.0	15
08:30 - 08:45	15	6	1	0	0	0	0	22.5	22	20	2	1	0	0	0	0	23.5	23
08:45 - 09:00	13	2	1	0	0	0	0	16.5	16	22	5	0	0	0	0	0	27.0	27
Hourly Total	51	17	2	0	0	0	1	71	71	68	22	3	0	0	0	0	95	93
09:00 - 09:15	12	4	0	1	0	0	0	18.3	17	22	5	0	0	0	0	0	27.0	27
09:15 - 09:30	14	6	0	0	0	0	0	20.0	20	18	4	0	0	0	0	0	22.0	22
Hourly Total	26	10	0	1	0	0	0	38	37	40	9	0	0	0	0	0	49	49
Session Total	151	44	4	1	0	0	1	204	201	180	61	4	2	0	2	1	252	250
15:30 - 15:45	22	6	1	0	0	0	0	29.5	29	29	11	0	0	0	0	0	40.0	40
15:45 - 16:00	18	2	0	1	0	0	0	22.3	21	30	5	0	0	0	0	2	35.8	37
Hourly Total	40	8	1	1	0	0	0	52	50	59	16	0	0	0	0	2	76	77
16:00 - 16:15	24	5	1	0	0	0	0	30.5	30	38	5	0	0	0	0	0	43.0	43
16:15 - 16:30	34	9	0	0	0	0	0	43.0	43	38	12	1	0	0	0	0	51.5	51
16:30 - 16:45	29	7	0	1	0	0	0	38.3	37	40	12	0	0	0	0	2	52.8	54
16:45 - 17:00	27	3	0	1	0	0	0	32.3	31	29	11	0	0	0	0	1	40.4	41
Hourly Total	114	24	1	2	0	0	0	145	141	145	40	1	0	0	0	3	188	189
17:00 - 17:15	36	5	0	0	0	0	0	41.0	41	40	11	1	1	0	0	0	54.8	53
17:15 - 17:30	44	5	0	0	0	0	1	49.4	50	54	14	0	0	0	0	0	68.0	68
17:30 - 17:45	37	4	0	0	0	0	1	41.4	42	37	6	0	0	0	0	0	43.0	43
17:45 - 18:00	33	5	0	0	0	0	0	38.0	38	31	3	0	0	0	0	1	34.4	35
Hourly Total	150	19	0	0	0	0	2	170	171	162	34	1	1	0	0	1	200	199
18:00 - 18:15	26	2	0	0	0	0	0	28.0	28	29	7	0	0	0	6	2	38.0	44
18:15 - 18:30	42	3	0	0	0	0	0	45.0	45	22	3	0	0	0	0	0	25.0	25
Hourly Total	68	5	0	0	0	0	0	73	73	51	10	0	0	0	6	2	63	69
Session Total	372	56	2	3	0	0	2	440	435	417	100	2	1	0	6	8	527	534

A to D									A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
12	7	1	0	0	0	0	20.5	20	0	0	0	0	0	0	0	0.0	0
8	3	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
20	10	1	0	0	0	0	32	31	0	0	0	0	0	0	0	0	0
10	5	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
22	6	0	0	0	0	2	28.8	30	0	0	0	0	0	0	0	0.0	0
19	6	2	4	0	0	0	37.2	31	0	0	0	0	0	0	0	0.0	0
22	4	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0.0	0
73	21	2	4	0	0	2	107	102	0	0	0	0	0	0	0	0	0
21	5	0	1	0	0	0	28.3	27	0	0	0	0	0	0	0	0.0	0
19	1	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0
16	5	0	2	0	0	0	25.6	23	0	0	0	0	0	0	0	0.0	0
19	2	3	4	0	0	0	34.7	28	0	0	0	0	0	0	0	0.0	0
75	13	3	7	0	0	0	109	98	0	0	0	0	0	0	0	0	0
12	3	1	2	0	0	0	21.1	18	0	0	0	0	0	0	0	0.0	0
22	1	0	0	0	0	0	23.0	23	0	0	0	0	0	0	0	0.0	0
34	4	1	2	0	0	0	45	41	0	0	0	0	0	0	0	0	0
202	48	7	13	0	0	2	293	272	0	0	0	0	0	0	0	0	0
16	7	1	0	0	0	0	24.5	24	0	0	0	0	0	0	0	0.0	0
11	5	0	1	0	0	0	18.3	17	0	0	0	0	0	0	0	0.0	0
27	12	1	1	0	0	0	43	41	0	0	0	0	0	0	0	0	0
15	7	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0.0	0
18	6	2	0	0	0	0	27.0	26	0	0	0	0	0	0	0	0.0	0
20	4	1	0	0	0	0	25.5	25	0	0	0	0	0	0	0	0.0	0
11	2	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
64	19	3	0	0	0	0	88	86	0	0	0	0	0	0	0	0	0
23	7	0	1	0	0	1	32.7	32	0	0	0	0	0	0	0	0.0	0
30	5	0	0	0	0	1	35.4	36	0	0	0	0	0	0	0	0.0	0
21	4	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
21	3	0	0	0	0	1	24.4	25	0	0	0	0	0	0	0	0.0	0
95	19	0	1	0	0	3	117	118	0	0	0	0	0	0	0	0	0
18	2	0	0	0	0	1	20.4	21	0	0	0	0	0	0	0	0.0	0
15	1	0	0	0	0	0	16.0	16	2	0	0	0	0	0	0	2.0	2
33	3	0	0	0	0	1	36	37	2	0	0	0	0	0	0	2	2
219	53	4	2	0	0	4	284	282	2	0	0	0	0	0	0	2	2

TIME	From A									To A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	19	13	2	1	0	0	0	37.3	35	54	16	0	0	0	0	0	70.0	70
06:45 - 07:00	29	8	0	0	0	1	1	37.6	39	53	29	0	0	0	0	1	82.4	83
Hourly Total	48	21	2	1	0	1	1	74	74	107	45	0	0	0	0	1	152	153
07:00 - 07:15	24	13	0	0	0	0	0	37.0	37	86	22	5	3	1	0	0	124.4	117
07:15 - 07:30	51	18	1	0	0	0	2	71.3	72	102	20	2	1	1	0	0	129.3	126
07:30 - 07:45	58	18	2	4	0	1	0	88.4	83	80	26	1	0	0	0	0	107.5	107
07:45 - 08:00	58	8	1	1	0	0	0	69.8	68	86	28	1	1	0	0	0	117.8	116
Hourly Total	191	57	4	5	0	1	2	267	260	354	96	9	5	2	0	0	480	466
08:00 - 08:15	47	24	2	1	0	0	1	76.7	75	80	23	2	1	0	0	1	108.7	107
08:15 - 08:30	42	6	0	0	0	0	0	48.0	48	77	18	1	2	0	0	2	101.9	100
08:30 - 08:45	51	13	2	2	0	0	0	71.6	68	79	19	3	3	0	0	0	109.4	104
08:45 - 09:00	54	9	4	4	0	0	0	78.2	71	49	11	0	0	1	0	0	62.0	61
Hourly Total	194	52	8	7	0	0	1	274	262	285	71	6	6	1	0	3	382	372
09:00 - 09:15	46	12	1	3	0	0	0	66.4	62	31	8	1	3	0	0	1	47.8	44
09:15 - 09:30	54	11	0	0	0	0	0	65.0	65	52	14	0	0	0	0	1	66.4	67
Hourly Total	100	23	1	3	0	0	0	132	127	83	22	1	3	0	0	2	115	111
Session Total	533	153	15	16	0	2	4	747	723	829	234	16	14	3	0	6	1129	1102
15:30 - 15:45	67	24	2	0	0	0	0	94.0	93	45	10	2	0	0	0	1	58.4	58
15:45 - 16:00	59	12	0	2	0	0	2	76.4	75	51	16	1	1	0	1	1	71.4	71
Hourly Total	126	36	2	2	0	0	2	171	168	96	26	3	1	0	1	2	130	129
16:00 - 16:15	77	17	1	0	0	0	0	95.5	95	56	14	1	2	1	0	1	78.5	75
16:15 - 16:30	90	27	3	0	0	0	0	121.5	120	72	11	1	1	0	0	0	86.8	85
16:30 - 16:45	89	23	1	1	0	0	2	116.6	116	58	18	0	1	0	0	1	78.7	78
16:45 - 17:00	67	16	0	1	0	0	1	85.7	85	79	12	3	0	0	0	0	95.5	94
Hourly Total	323	83	5	2	0	0	3	420	416	265	55	5	4	1	0	2	340	332
17:00 - 17:15	99	23	1	2	0	0	1	128.5	126	80	10	0	0	0	0	1	90.4	91
17:15 - 17:30	128	24	0	0	0	0	2	152.8	154	79	13	0	2	0	0	1	97.0	95
17:30 - 17:45	95	14	0	0	0	0	1	109.4	110	67	11	1	2	0	0	2	84.9	83
17:45 - 18:00	85	11	0	0	0	0	2	96.8	98	71	12	0	0	0	0	0	83.0	83
Hourly Total	407	72	1	2	0	0	6	488	488	297	46	1	4	0	0	4	356	352
18:00 - 18:15	73	11	0	0	0	6	3	86.4	93	66	8	0	1	0	0	0	76.3	75
18:15 - 18:30	81	7	0	0	0	0	0	88.0	88	49	4	0	0	0	0	0	53.0	53
Hourly Total	154	18	0	0	0	6	3	174	181	115	12	0	1	0	0	0	129	128
Session Total	1010	209	8	6	0	6	14	1253	1253	773	139	9	10	1	1	8	955	941



Tendring District, Essex: Queue Length Survey - Tuesday, 09 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: B - (East) A120

TIME	B to C									B to D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	3	1	1	0	0	0	0	5.5	5	77	27	3	39	0	0	0	198.2	146
06:45 - 07:00	5	2	0	0	0	0	0	7.0	7	73	33	6	39	0	0	1	205.1	152
Hourly Total	8	3	1	0	0	0	0	13	12	150	60	9	78	0	0	1	403	298
07:00 - 07:15	5	3	0	0	0	0	0	8.0	8	86	31	3	29	0	0	8	191.4	157
07:15 - 07:30	13	2	0	1	0	0	0	17.3	16	142	30	4	18	0	0	4	221.0	198
07:30 - 07:45	5	2	1	0	0	0	0	8.5	8	157	39	2	11	0	0	2	225.1	211
07:45 - 08:00	6	5	1	1	0	0	0	14.8	13	134	25	6	24	1	0	1	225.6	191
Hourly Total	29	12	2	2	0	0	0	49	45	519	125	15	82	1	0	15	864	757
08:00 - 08:15	9	0	0	0	0	0	4	10.6	13	121	15	11	13	0	0	2	183.2	162
08:15 - 08:30	17	1	0	0	0	0	0	18.0	18	107	24	4	9	0	0	0	157.7	144
08:30 - 08:45	9	2	1	0	0	0	0	12.5	12	103	19	3	11	0	0	0	151.8	136
08:45 - 09:00	12	0	0	0	0	0	0	12.0	12	76	17	1	7	0	0	0	110.6	101
Hourly Total	47	3	1	0	0	0	4	54	55	407	75	19	40	0	0	2	604	543
09:00 - 09:15	7	2	0	0	0	0	0	9.0	9	63	10	0	19	0	0	3	117.9	95
09:15 - 09:30	9	2	0	0	0	0	0	11.0	11	55	13	6	14	0	0	0	109.2	88
Hourly Total	16	4	0	0	0	0	0	20	20	118	23	6	33	0	0	3	227	183
Session Total	100	22	4	2	0	0	4	136	132	1194	283	49	233	1	0	21	2098	1781
15:30 - 15:45	4	3	0	0	0	0	0	7.0	7	64	16	7	4	0	0	3	100.9	94
15:45 - 16:00	10	3	1	0	0	0	0	14.5	14	66	17	4	8	0	0	0	107.4	95
Hourly Total	14	6	1	0	0	0	0	22	21	130	33	11	12	0	0	3	209	189
16:00 - 16:15	6	3	2	0	0	0	0	12.0	11	76	26	4	7	0	0	2	124.9	115
16:15 - 16:30	11	3	0	0	0	0	0	14.0	14	89	16	0	5	0	0	0	116.5	110
16:30 - 16:45	9	2	0	0	0	0	0	11.0	11	74	13	2	3	1	0	1	99.3	94
16:45 - 17:00	10	4	0	0	0	0	0	14.0	14	86	14	0	6	0	0	2	114.6	108
Hourly Total	36	12	2	0	0	0	0	51	50	325	69	6	21	1	0	5	455	427
17:00 - 17:15	8	1	0	0	0	0	0	9.0	9	93	6	5	2	0	0	0	111.1	106
17:15 - 17:30	8	0	0	0	0	0	0	8.0	8	133	12	5	10	0	0	0	175.5	160
17:30 - 17:45	13	0	0	0	0	0	0	13.0	13	112	16	2	5	0	0	4	144.1	139
17:45 - 18:00	15	1	0	0	0	0	0	16.0	16	110	8	1	2	0	0	1	124.5	122
Hourly Total	44	2	0	0	0	0	0	46	46	448	42	13	19	0	0	5	556	527
18:00 - 18:15	6	0	1	0	0	0	0	7.5	7	91	15	3	7	0	0	0	126.6	116
18:15 - 18:30	5	2	0	1	0	0	0	9.3	8	90	5	2	5	0	0	1	109.9	103
Hourly Total	11	2	1	1	0	0	0	17	15	181	20	5	12	0	0	1	237	219
Session Total	105	22	4	1	0	0	0	136	132	1084	164	35	64	1	0	14	1457	1362

TIME	From B									To B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	102	36	4	39	0	0	0	233.7	181	40	7	2	6	1	0	1	66.2	57
06:45 - 07:00	103	40	6	39	0	0	2	242.5	190	58	16	9	8	1	0	1	108.3	93
Hourly Total	205	76	10	78	0	0	2	476	371	98	23	11	14	2	0	2	175	150
07:00 - 07:15	134	41	4	29	0	0	8	250.9	216	68	36	6	10	0	0	0	136.0	120
07:15 - 07:30	201	37	6	19	0	0	4	292.3	267	87	30	7	7	0	0	1	144.0	132
07:30 - 07:45	201	51	3	11	0	0	2	282.6	268	88	29	8	13	0	0	0	158.9	138
07:45 - 08:00	173	37	7	25	1	0	1	280.4	244	85	13	8	6	0	0	1	124.2	113
Hourly Total	709	166	20	84	1	0	15	1106	995	328	108	29	36	0	0	2	564	503
08:00 - 08:15	162	27	11	13	0	0	6	237.8	219	67	24	6	5	0	0	3	112.7	105
08:15 - 08:30	161	31	5	9	0	0	0	220.2	206	90	26	3	9	0	0	0	141.2	128
08:30 - 08:45	149	32	5	11	0	0	0	213.8	197	78	17	3	12	0	0	3	128.3	113
08:45 - 09:00	107	20	1	7	0	0	0	144.6	135	64	18	7	6	0	0	0	106.3	95
Hourly Total	579	110	22	40	0	0	6	816	757	299	85	19	32	0	0	6	489	441
09:00 - 09:15	82	13	0	19	0	0	4	140.3	118	61	16	9	11	0	0	1	116.2	98
09:15 - 09:30	84	17	6	14	0	0	1	142.6	122	59	28	1	15	0	0	0	123.0	103
Hourly Total	166	30	6	33	0	0	5	283	240	120	44	10	26	0	0	1	239	201
Session Total	1659	382	58	235	1	0	28	2681	2363	845	260	69	108	2	0	11	1467	1295
15:30 - 15:45	82	22	8	4	0	0	3	126.4	119	117	27	5	17	0	0	3	191.8	169
15:45 - 16:00	93	23	5	8	0	0	0	141.9	129	110	23	9	19	0	0	1	190.6	162
Hourly Total	175	45	13	12	0	0	3	269	248	227	50	14	36	0	0	4	383	331
16:00 - 16:15	98	31	6	8	0	0	2	157.2	145	126	33	10	15	0	0	0	208.5	184
16:15 - 16:30	119	24	1	5	0	0	0	156.0	149	158	27	3	16	0	0	3	227.5	207
16:30 - 16:45	102	18	2	3	1	0	1	132.3	127	155	32	4	15	0	0	1	227.9	207
16:45 - 17:00	112	22	1	6	0	0	2	150.1	143	171	42	1	16	0	0	3	252.5	233
Hourly Total	431	95	10	22	1	0	5	596	564	610	134	18	62	0	0	7	917	831
17:00 - 17:15	124	11	5	2	0	0	0	147.1	142	185	25	8	28	0	0	1	286.8	247
17:15 - 17:30	168	20	5	10	0	0	0	218.5	203	193	14	5	16	0	0	1	251.7	229
17:30 - 17:45	141	18	2	5	0	0	4	175.1	170	164	26	2	16	0	0	1	230.2	209
17:45 - 18:00	143	12	1	2	0	0	1	161.5	159	144	27	2	8	0	0	7	195.2	188
Hourly Total	576	61	13	19	0	0	5	703	674	686	92	17	68	0	0	10	964	873
18:00 - 18:15	115	16	4	7	0	0	0	153.1	142	160	20	7	15	0	0	3	226.2	205
18:15 - 18:30	106	10	2	6	0	0	1	133.2	125	153	20	4	16	0	0	1	216.2	194
Hourly Total	221	26	6	13	0	0	1	286	267	313	40	11	31	0	0	4	443	399
Session Total	1403	227	42	66	1	0	14	1854	1753	1836	316	60	197	0	0	25	2707	2434



Tendring District, Essex: Queue Length Survey - Tuesday, 09 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: C - B1035

TIME	C to D									C to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	4	1	1	0	1	0	1	8.9	8	27	8	0	0	0	0	0	35.0	35
06:45 - 07:00	6	1	0	0	0	0	0	7.0	7	21	15	0	0	0	0	0	36.0	36
Hourly Total	10	2	1	0	1	0	1	16	15	48	23	0	0	0	0	0	71	71
07:00 - 07:15	6	3	1	0	0	0	0	10.5	10	38	11	3	0	1	0	0	55.5	53
07:15 - 07:30	9	3	0	0	1	0	0	14.0	13	43	12	0	0	1	0	0	57.0	56
07:30 - 07:45	10	5	0	0	0	0	0	15.0	15	27	10	1	0	0	0	0	38.5	38
07:45 - 08:00	17	2	1	0	0	0	0	20.5	20	36	13	1	0	0	0	0	50.5	50
Hourly Total	42	13	2	0	1	0	0	60	58	144	46	5	0	2	0	0	202	197
08:00 - 08:15	12	5	0	0	0	0	0	17.0	17	35	9	0	0	0	0	1	44.4	45
08:15 - 08:30	7	2	0	1	0	0	4	12.9	14	26	10	0	0	0	0	1	36.4	37
08:30 - 08:45	7	1	0	0	0	0	0	8.0	8	27	2	1	1	0	0	0	32.8	31
08:45 - 09:00	11	4	2	1	0	0	0	20.3	18	22	4	0	0	0	0	0	26.0	26
Hourly Total	37	12	2	2	0	0	4	59	57	110	25	1	1	0	0	2	140	139
09:00 - 09:15	12	0	1	1	0	0	0	15.8	14	15	3	1	1	0	0	0	21.8	20
09:15 - 09:30	12	0	0	0	0	0	0	12.0	12	21	8	0	0	0	0	0	29.0	29
Hourly Total	24	0	1	1	0	0	0	28	26	36	11	1	1	0	0	0	51	49
Session Total	113	27	6	3	2	0	5	163	156	338	105	7	2	2	0	2	464	456
15:30 - 15:45	4	0	0	1	0	0	0	6.3	5	18	6	0	0	0	0	1	24.4	25
15:45 - 16:00	6	0	0	1	0	0	0	8.3	7	21	8	1	0	0	1	1	31.1	32
Hourly Total	10	0	0	2	0	0	0	15	12	39	14	1	0	0	1	2	56	57
16:00 - 16:15	6	0	0	0	0	0	0	6.0	6	25	7	1	0	1	0	1	35.9	35
16:15 - 16:30	10	2	0	0	0	0	0	12.0	12	34	3	0	0	0	0	0	37.0	37
16:30 - 16:45	6	3	0	0	0	0	0	9.0	9	25	12	0	0	0	0	0	37.0	37
16:45 - 17:00	21	2	1	0	0	0	1	24.9	25	32	5	1	0	0	0	0	38.5	38
Hourly Total	43	7	1	0	0	0	1	52	52	116	27	2	0	1	0	1	148	147
17:00 - 17:15	27	5	0	0	0	0	0	32.0	32	32	4	0	0	0	0	0	36.0	36
17:15 - 17:30	9	2	0	0	0	0	0	11.0	11	32	3	0	0	0	0	1	35.4	36
17:30 - 17:45	10	0	0	0	0	0	0	10.0	10	29	2	0	1	0	0	1	33.7	33
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1	34	5	0	0	0	0	0	39.0	39
Hourly Total	47	7	0	0	0	0	0	54	54	127	14	0	1	0	0	2	144	144
18:00 - 18:15	6	1	0	0	0	0	0	7.0	7	30	3	0	0	0	0	0	33.0	33
18:15 - 18:30	9	0	0	0	0	0	0	9.0	9	21	1	0	0	0	0	0	22.0	22
Hourly Total	15	1	0	0	0	0	0	16	16	51	4	0	0	0	0	0	55	55
Session Total	115	15	1	2	0	0	1	137	134	333	59	3	1	1	1	5	403	403

TIME	From C									To C								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	36	9	1	0	1	0	1	48.9	48	12	7	2	1	0	0	0	24.3	22
06:45 - 07:00	30	17	1	0	0	0	0	48.5	48	17	5	0	0	0	1	1	22.6	24
Hourly Total	66	26	2	0	1	0	1	97	96	29	12	2	1	0	1	1	46	46
07:00 - 07:15	48	17	4	0	1	0	0	73.0	70	11	11	1	0	0	0	0	23.5	23
07:15 - 07:30	56	18	0	0	2	0	0	78.0	76	33	11	0	2	0	0	0	48.6	46
07:30 - 07:45	43	18	2	1	0	0	0	66.3	64	24	10	1	0	0	1	0	35.7	36
07:45 - 08:00	58	16	3	0	0	0	0	78.5	77	34	8	3	3	0	0	0	53.4	48
Hourly Total	205	69	9	1	3	0	0	296	287	102	40	5	5	0	1	0	162	153
08:00 - 08:15	55	19	0	0	0	0	1	74.4	75	31	13	2	1	0	0	4	50.9	51
08:15 - 08:30	42	12	0	1	0	0	5	58.3	60	30	7	0	1	0	0	0	39.3	38
08:30 - 08:45	44	7	1	1	0	0	0	54.8	53	32	6	2	0	0	0	0	41.0	40
08:45 - 09:00	39	10	3	2	0	0	0	58.1	54	38	6	0	0	0	0	0	44.0	44
Hourly Total	180	48	4	4	0	0	6	245	242	131	32	4	2	0	0	4	176	173
09:00 - 09:15	35	5	2	2	0	0	0	47.6	44	36	8	0	0	0	0	0	44.0	44
09:15 - 09:30	41	10	0	1	0	0	0	53.3	52	34	6	0	1	0	0	0	42.3	41
Hourly Total	76	15	2	3	0	0	0	101	96	70	14	0	1	0	0	0	86	85
Session Total	527	158	17	8	4	0	7	739	721	332	98	11	9	0	2	5	470	457
15:30 - 15:45	34	6	1	1	0	0	1	44.2	43	44	15	0	0	0	0	0	59.0	59
15:45 - 16:00	38	9	3	2	0	1	1	56.7	54	43	10	1	0	0	0	2	55.3	56
Hourly Total	72	15	4	3	0	1	2	101	97	87	25	1	0	0	0	2	115	115
16:00 - 16:15	39	8	4	1	1	0	1	57.7	54	51	9	2	0	0	0	0	63.0	62
16:15 - 16:30	56	6	0	0	0	0	0	62.0	62	67	20	3	0	0	0	1	91.9	91
16:30 - 16:45	51	18	1	0	0	0	0	70.5	70	67	21	0	0	0	0	3	89.2	91
16:45 - 17:00	67	9	3	0	0	0	1	80.9	80	47	21	1	0	0	0	2	70.3	71
Hourly Total	213	41	8	1	1	0	2	271	266	232	71	6	0	0	0	6	314	315
17:00 - 17:15	66	12	0	0	0	0	0	78.0	78	72	18	1	1	0	0	0	93.8	92
17:15 - 17:30	54	8	0	0	0	0	1	62.4	63	98	23	0	0	0	0	0	121.0	121
17:30 - 17:45	50	3	0	1	0	0	1	55.7	55	81	7	0	1	0	0	0	90.3	89
17:45 - 18:00	50	9	0	0	0	0	1	59.4	60	75	8	0	0	0	0	1	83.4	84
Hourly Total	220	32	0	1	0	0	3	255	256	326	56	1	2	0	0	1	389	386
18:00 - 18:15	47	6	0	0	0	0	0	53.0	53	50	13	1	0	0	6	2	66.5	72
18:15 - 18:30	38	3	0	0	0	0	0	41.0	41	40	9	0	1	0	0	0	51.3	50
Hourly Total	85	9	0	0	0	0	0	94	94	90	22	1	1	0	6	2	118	122
Session Total	590	97	12	5	1	1	7	721	713	735	174	9	3	0	6	11	936	938



Tendring District, Essex: Queue Length Survey - Tuesday, 09 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: D - (West) A120

TIME	D to A									D to B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	5	0	0	0	0	0	0	5.0	5	32	4	1	6	1	0	1	53.7	45
06:45 - 07:00	7	9	0	0	0	0	0	16.0	16	44	13	8	8	1	0	1	89.8	75
Hourly Total	12	9	0	0	0	0	0	21	21	76	17	9	14	2	0	2	144	120
07:00 - 07:15	5	4	1	3	0	0	0	17.4	13	54	32	6	10	0	0	0	118.0	102
07:15 - 07:30	13	3	0	1	0	0	0	18.3	17	71	23	6	7	0	0	1	119.5	108
07:30 - 07:45	14	6	0	0	0	0	0	20.0	20	59	22	7	12	0	0	0	119.1	100
07:45 - 08:00	17	8	0	1	0	0	0	27.3	26	65	9	8	6	0	0	1	100.2	89
Hourly Total	49	21	1	5	0	0	0	84	76	249	86	27	35	0	0	2	458	399
08:00 - 08:15	13	2	2	1	0	0	0	20.3	18	48	11	6	5	0	0	2	80.3	72
08:15 - 08:30	14	2	0	2	0	0	1	21.0	19	69	25	3	9	0	0	0	119.2	106
08:30 - 08:45	15	6	1	2	0	0	0	27.1	24	53	7	2	12	0	0	3	91.8	77
08:45 - 09:00	8	4	0	0	1	0	0	14.0	13	45	14	5	5	0	0	0	78.0	69
Hourly Total	50	14	3	5	1	0	1	83	74	215	57	16	31	0	0	5	369	324
09:00 - 09:15	4	4	0	2	0	0	0	12.6	10	41	10	9	10	0	0	1	87.9	71
09:15 - 09:30	11	4	0	0	0	0	0	15.0	15	37	20	1	14	0	0	0	90.7	72
Hourly Total	15	8	0	2	0	0	0	28	25	78	30	10	24	0	0	1	178	143
Session Total	126	52	4	12	1	0	1	216	196	618	190	62	104	2	0	10	1149	986
15:30 - 15:45	13	1	1	0	0	0	0	15.5	15	83	21	3	17	0	0	3	148.8	127
15:45 - 16:00	13	5	0	1	0	0	0	20.3	19	81	20	7	17	0	0	1	151.0	126
Hourly Total	26	6	1	1	0	0	0	36	34	164	41	10	34	0	0	4	300	253
16:00 - 16:15	15	5	0	1	0	0	0	22.3	21	94	27	6	14	0	0	0	162.2	141
16:15 - 16:30	19	3	0	1	0	0	0	24.3	23	112	17	3	16	0	0	3	171.5	151
16:30 - 16:45	14	3	0	1	0	0	1	19.7	19	106	22	3	14	0	0	1	165.1	146
16:45 - 17:00	31	3	1	0	0	0	0	35.5	35	130	37	0	15	0	0	3	202.7	185
Hourly Total	79	14	1	3	0	0	1	102	98	442	103	12	59	0	0	7	702	623
17:00 - 17:15	25	2	0	0	0	0	1	27.4	28	142	17	8	28	0	0	1	235.8	196
17:15 - 17:30	20	2	0	2	0	0	0	26.6	24	136	6	5	16	0	0	0	186.3	163
17:30 - 17:45	22	7	1	1	0	0	1	33.2	32	116	21	2	16	0	0	0	176.8	155
17:45 - 18:00	19	4	0	0	0	0	0	23.0	23	96	18	2	8	0	0	6	137.8	130
Hourly Total	86	15	1	3	0	0	2	111	107	490	62	17	68	0	0	7	737	644
18:00 - 18:15	19	4	0	1	0	0	0	25.3	24	122	16	7	15	0	0	3	184.2	163
18:15 - 18:30	15	0	0	0	0	0	0	15.0	15	103	15	4	16	0	0	1	161.2	139
Hourly Total	34	4	0	1	0	0	0	40	39	225	31	11	31	0	0	4	346	302
Session Total	225	39	3	8	0	0	3	289	278	1321	237	50	192	0	0	22	2085	1822

D to C									D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
5	3	1	0	0	0	0	9.5	9	3	1	0	0	0	0	0	4.0	4
2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
7	3	1	0	0	0	0	12	11	3	1	0	0	0	0	0	4	4
2	1	1	0	0	0	0	4.5	4	1	0	0	1	0	0	0	3.3	2
3	1	0	1	0	0	0	6.3	5	1	0	0	1	0	0	0	3.3	2
3	0	0	0	0	0	0	3.0	3	2	1	0	1	1	0	0	7.3	5
7	2	0	1	0	0	0	11.3	10	3	2	0	0	0	0	1	5.4	6
15	4	1	2	0	0	0	26	22	7	3	0	3	1	0	1	19	15
7	2	0	1	0	0	0	11.3	10	1	2	0	0	0	0	0	3.0	3
2	2	0	1	0	0	0	6.3	5	2	0	0	0	0	0	0	2.0	2
3	2	0	0	0	0	0	5.0	5	2	1	0	0	0	0	0	3.0	3
4	1	0	0	0	0	0	5.0	5	1	0	0	0	0	0	0	1.0	1
16	7	0	2	0	0	0	28	25	6	3	0	0	0	0	0	9	9
7	1	0	0	0	0	0	8.0	8	2	0	0	0	0	0	0	2.0	2
7	0	0	1	0	0	0	9.3	8	1	2	1	0	0	0	0	4.5	4
14	1	0	1	0	0	0	17	16	3	2	1	0	0	0	0	7	6
52	15	2	5	0	0	0	83	74	19	9	1	3	1	0	1	39	34
11	1	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
3	2	0	0	0	0	0	5.0	5	2	3	0	0	0	0	0	5.0	5
14	3	0	0	0	0	0	17	17	2	3	0	0	0	0	0	5	5
7	1	0	0	0	0	0	8.0	8	2	0	1	0	0	0	0	3.5	3
18	5	2	0	0	0	1	26.4	26	0	0	0	0	0	0	0	0.0	0
18	7	0	0	0	0	1	25.4	26	5	3	0	0	1	0	0	10.0	9
8	6	1	0	0	0	1	15.9	16	2	2	0	0	0	0	0	4.0	4
51	19	3	0	0	0	3	76	76	9	5	1	0	1	0	0	18	16
24	6	0	0	0	0	0	30.0	30	1	1	0	0	0	0	0	2.0	2
36	9	0	0	0	0	0	45.0	45	1	0	0	0	0	0	0	1.0	1
31	1	0	1	0	0	0	34.3	33	1	0	0	0	0	0	0	1.0	1
29	4	0	0	0	0	0	33.0	33	1	1	0	0	0	0	0	2.0	2
120	20	0	1	0	0	0	142	141	4	2	0	0	0	0	0	6	6
15	6	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
13	4	0	0	0	0	0	17.0	17	1	0	0	0	0	0	0	1.0	1
28	10	0	0	0	0	0	38	38	1	0	0	0	0	0	0	1	1
213	52	3	1	0	0	3	273	272	16	10	1	0	1	0	0	30	28

TIME	From D									To D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	45	8	2	6	1	0	1	72.2	63	96	36	5	39	1	0	1	231.6	178
06:45 - 07:00	53	22	8	8	1	0	1	107.8	93	87	37	6	39	0	0	1	223.1	170
Hourly Total	98	30	10	14	2	0	2	180	156	183	73	11	78	1	0	2	455	348
07:00 - 07:15	62	37	8	14	0	0	0	143.2	121	103	39	4	30	0	0	8	220.2	184
07:15 - 07:30	88	27	6	10	0	0	1	147.4	132	174	39	4	19	1	0	6	267.1	243
07:30 - 07:45	78	29	7	13	1	0	0	149.4	128	188	51	4	16	1	0	2	284.6	262
07:45 - 08:00	92	21	8	8	0	0	2	144.2	131	176	33	7	24	1	0	2	277.5	243
Hourly Total	320	114	29	45	1	0	3	585	512	641	162	19	89	3	0	18	1050	932
08:00 - 08:15	69	17	8	7	0	0	2	114.9	103	155	27	11	14	0	0	2	231.5	209
08:15 - 08:30	87	29	3	12	0	0	1	148.5	132	135	27	4	10	0	0	4	192.6	180
08:30 - 08:45	73	16	3	14	0	0	3	126.9	109	128	26	3	13	0	0	0	188.4	170
08:45 - 09:00	58	19	5	5	1	0	0	98.0	88	107	23	6	12	0	0	0	166.6	148
Hourly Total	287	81	19	38	1	0	6	488	432	525	103	24	49	0	0	6	779	707
09:00 - 09:15	54	15	9	12	0	0	1	110.5	91	89	13	2	22	0	0	3	156.8	129
09:15 - 09:30	56	26	2	15	0	0	0	119.5	99	90	16	7	14	0	0	0	148.7	127
Hourly Total	110	41	11	27	0	0	1	230	190	179	29	9	36	0	0	3	306	256
Session Total	815	266	69	124	4	0	12	1483	1290	1528	367	63	252	4	0	29	2590	2243
15:30 - 15:45	107	23	4	17	0	0	3	176.3	154	84	23	8	5	0	0	3	131.7	123
15:45 - 16:00	99	30	7	18	0	0	1	181.3	155	85	25	4	10	0	0	0	139.0	124
Hourly Total	206	53	11	35	0	0	4	359	309	169	48	12	15	0	0	3	271	247
16:00 - 16:15	118	33	7	15	0	0	0	196.0	173	99	33	5	7	0	0	2	156.4	146
16:15 - 16:30	149	25	5	17	0	0	4	222.2	200	117	24	2	5	0	0	0	155.5	148
16:30 - 16:45	143	35	3	15	1	0	3	220.2	200	105	23	3	3	2	0	1	143.8	137
16:45 - 17:00	171	48	2	15	0	0	4	258.1	240	120	20	1	6	0	0	3	156.5	150
Hourly Total	581	141	17	62	1	0	11	897	813	441	100	11	21	2	0	6	612	581
17:00 - 17:15	192	26	8	28	0	0	2	295.2	256	144	19	5	3	0	0	1	177.8	172
17:15 - 17:30	193	17	5	18	0	0	0	258.9	233	173	19	5	10	0	0	1	222.9	208
17:30 - 17:45	170	29	3	18	0	0	1	245.3	221	144	20	2	5	0	0	4	180.1	175
17:45 - 18:00	145	27	2	8	0	0	6	195.8	188	133	12	1	2	0	0	2	151.9	150
Hourly Total	700	99	18	72	0	0	9	996	898	594	70	13	20	0	0	8	733	705
18:00 - 18:15	156	26	7	16	0	0	3	230.5	208	115	18	3	7	0	0	1	154.0	144
18:15 - 18:30	132	19	4	16	0	0	1	194.2	172	115	6	2	5	0	0	1	135.9	129
Hourly Total	288	45	11	32	0	0	4	426	380	230	24	5	12	0	0	2	291	273
Session Total	1775	338	57	201	1	0	28	2678	2400	1434	242	41	68	2	0	19	1907	1806



Tendring District, Essex: Queue Length Survey - Tuesday, 09 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Survey Period	A - B1035 Clacton Road		B - (East) A120		C - B1035		D - (West) A120	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
06:30 - 06:35	0	0	0	0	2	0	5	0
06:35 - 06:40	1	0	3	0	3	0	0	0
06:40 - 06:45	2	0	3	2	3	0	4	0
06:45 - 06:50	2	0	2	1	3	0	7	0
06:50 - 06:55	1	0	1	1	9	0	2	0
06:55 - 07:00	1	0	7	2	8	1	6	2
07:00 - 07:05	0	0	1	2	5	0	4	0
07:05 - 07:10	2	0	2	1	10	0	9	1
07:10 - 07:15	2	0	5	3	3	0	2	1
07:15 - 07:20	3	0	6	3	8	0	3	3
07:20 - 07:25	2	1	4	3	12	0	5	1
07:25 - 07:30	2	0	4	3	4	1	4	1
07:30 - 07:35	2	0	1	1	2	1	5	0
07:35 - 07:40	2	0	4	1	13	0	8	0
07:40 - 07:45	3	1	3	3	7	0	2	0
07:45 - 07:50	3	0	5	2	5	1	9	0
07:50 - 07:55	2	0	4	2	9	0	3	2
07:55 - 08:00	6	0	9	4	3	0	2	1
08:00 - 08:05	4	0	3	2	3	0	4	1
08:05 - 08:10	2	0	2	2	5	0	4	0
08:10 - 08:15	5	0	7	2	5	0	7	1
08:15 - 08:20	1	0	3	1	5	1	2	1
08:20 - 08:25	4	0	7	3	6	0	6	2
08:25 - 08:30	0	0	0	0	7	2	2	0
08:30 - 08:35	3	0	2	1	5	2	3	1
08:35 - 08:40	3	0	4	2	11	0	1	0
08:40 - 08:45	7	1	7	4	4	1	2	0
08:45 - 08:50	4	1	5	3	3	1	1	0
08:50 - 08:55	9	0	8	3	3	0	0	0
08:55 - 09:00	2	0	3	1	4	0	2	0
09:00 - 09:05	3	0	3	0	3	1	1	0
09:05 - 09:10	1	0	2	0	1	0	0	0
09:10 - 09:15	2	0	10	1	3	0	1	0
09:15 - 09:20	3	0	6	0	4	0	5	0
09:20 - 09:25	2	0	1	1	2	0	2	1
09:25 - 09:30	1	0	5	1	1	0	4	0
15:30 - 15:35	8	0	5	2	2	1	8	1
15:35 - 15:40	10	0	5	5	2	0	5	1
15:40 - 15:45	3	2	4	0	2	0	5	2
15:45 - 15:50	2	0	3	2	1	0	1	0
15:50 - 15:55	7	0	2	0	5	0	5	3
15:55 - 16:00	12	0	2	1	2	0	1	1
16:00 - 16:05	8	0	4	2	2	0	2	0
16:05 - 16:10	4	0	5	2	0	0	1	0
16:10 - 16:15	16	1	1	1	2	0	6	0
16:15 - 16:20	9	1	3	0	2	1	4	1
16:20 - 16:25	33	1	3	3	3	1	4	2
16:25 - 16:30	8	2	2	0	3	0	0	0
16:30 - 16:35	9	1	4	3	1	0	1	0
16:35 - 16:40	13	2	9	2	5	0	8	4
16:40 - 16:45	13	1	4	0	5	0	4	2
16:45 - 16:50	3	0	4	0	5	0	3	1
16:50 - 16:55	9	0	1	0	5	0	10	2
16:55 - 17:00	2	1	3	1	2	0	3	1
17:00 - 17:05	12	1	4	2	2	0	3	0
17:05 - 17:10	4	1	4	2	4	1	2	0
17:10 - 17:15	29	0	5	3	7	0	5	2
17:15 - 17:20	7	0	3	4	7	0	4	4
17:20 - 17:25	11	0	4	3	4	0	2	1
17:25 - 17:30	6	1	2	1	1	0	4	2
17:30 - 17:35	7	0	2	2	5	1	7	0
17:35 - 17:40	9	0	4	0	6	1	15	1
17:40 - 17:45	8	2	3	2	1	0	2	1
17:45 - 17:50	9	1	3	1	1	0	11	1
17:50 - 17:55	3	1	4	3	5	1	5	2
17:55 - 18:00	10	0	4	2	1	0	3	1
18:00 - 18:05	3	0	2	1	4	0	4	2
18:05 - 18:10	5	1	6	2	2	0	4	2
18:10 - 18:15	5	1	2	1	0	0	2	2
18:15 - 18:20	7	2	2	2	3	0	1	1
18:20 - 18:25	4	0	3	0	1	0	1	0
18:25 - 18:30	6	0	0	0	1	0	6	0



Tendring District, Essex - Manual Traffic Survey: Wednesday, 03 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: A - B1035 Clacton Road

TIME	A to B									A to C								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	8	2	0	0	0	0	0	10.0	10	5	3	0	1	0	0	0	10.3	9
06:45 - 07:00	4	3	0	0	0	0	0	7.0	7	3	6	0	0	0	0	1	9.4	10
Hourly Total	12	5	0	0	0	0	0	17	17	8	9	0	1	0	0	1	19	19
07:00 - 07:15	16	4	0	0	0	0	0	20.0	20	9	5	0	0	0	0	0	14.0	14
07:15 - 07:30	14	2	1	1	0	0	0	19.8	18	12	10	1	0	0	1	0	23.7	24
07:30 - 07:45	22	5	0	0	0	0	0	27.0	27	13	4	1	0	0	0	0	18.5	18
07:45 - 08:00	21	4	0	0	0	0	0	25.0	25	15	6	1	1	0	0	0	24.8	23
Hourly Total	73	15	1	1	0	0	0	92	90	49	25	3	1	0	1	0	81	79
08:00 - 08:15	16	4	0	0	0	0	0	20.0	20	18	8	0	1	0	0	0	28.3	27
08:15 - 08:30	14	7	0	0	0	0	0	21.0	21	12	4	1	1	0	0	0	19.8	18
08:30 - 08:45	14	2	0	0	0	0	0	16.0	16	26	3	3	0	0	0	0	33.5	32
08:45 - 09:00	13	4	1	1	0	0	0	20.8	19	24	10	0	0	0	1	0	34.2	35
Hourly Total	57	17	1	1	0	0	0	78	76	80	25	4	2	0	1	0	116	112
09:00 - 09:15	12	5	2	0	0	0	0	20.0	19	19	6	1	2	0	0	0	31.1	28
09:15 - 09:30	14	1	2	0	0	0	0	18.0	17	21	5	0	0	0	0	0	26.0	26
Hourly Total	26	6	4	0	0	0	0	38	36	40	11	1	2	0	0	0	58	54
Session Total	168	43	6	2	0	0	0	225	219	177	70	8	6	0	2	1	274	264
15:30 - 15:45	25	7	1	0	0	0	0	33.5	33	33	15	1	0	0	0	1	49.9	50
15:45 - 16:00	27	3	0	0	0	0	0	30.0	30	42	6	1	1	0	1	0	52.0	51
Hourly Total	52	10	1	0	0	0	0	64	63	75	21	2	1	0	1	1	101	101
16:00 - 16:15	33	4	1	0	0	0	2	39.3	40	31	11	0	1	0	0	1	44.7	44
16:15 - 16:30	27	7	1	0	0	0	0	35.5	35	38	7	2	0	0	0	1	48.4	48
16:30 - 16:45	34	5	0	0	0	0	0	39.0	39	40	13	0	0	0	0	0	53.0	53
16:45 - 17:00	41	4	0	0	0	0	0	45.0	45	34	17	0	0	0	0	2	51.8	53
Hourly Total	135	20	2	0	0	0	2	159	159	143	48	2	1	0	0	4	198	198
17:00 - 17:15	38	4	0	0	0	0	0	42.0	42	53	10	0	0	0	1	1	63.6	65
17:15 - 17:30	38	5	1	0	0	0	1	44.9	45	50	11	0	0	0	1	2	62.0	64
17:30 - 17:45	35	5	0	0	0	0	0	40.0	40	44	8	0	0	0	0	2	52.8	54
17:45 - 18:00	35	5	0	0	0	0	0	40.0	40	37	2	0	1	0	0	1	41.7	41
Hourly Total	146	19	1	0	0	0	1	167	167	184	31	0	1	0	2	6	219	224
18:00 - 18:15	23	2	0	0	0	0	4	26.6	29	30	2	0	0	0	1	0	32.2	33
18:15 - 18:30	39	1	0	0	0	0	1	40.4	41	38	10	0	0	0	0	4	49.6	52
Hourly Total	62	3	0	0	0	0	5	67	70	68	12	0	0	0	1	4	82	85
Session Total	395	52	4	0	0	0	8	457	459	470	112	4	3	0	4	15	600	608

A to D									A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
20	4	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
6	7	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
26	11	0	0	0	0	0	37	37	0	0	0	0	0	0	0	0	0
20	5	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
21	4	1	1	0	0	0	28.8	27	0	0	0	0	0	0	0	0.0	0
18	6	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
24	1	1	0	0	0	0	26.5	26	0	0	0	0	0	0	0	0.0	0
83	16	2	1	0	0	0	104	102	0	0	0	0	0	0	0	0	0
15	6	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
24	2	0	1	0	0	0	28.3	27	0	0	0	0	0	0	0	0.0	0
23	1	0	1	0	0	0	26.3	25	0	0	0	0	0	0	0	0.0	0
15	0	1	0	0	0	0	16.5	16	0	0	0	0	0	0	0	0.0	0
77	9	1	2	0	0	0	93	89	0	0	0	0	0	0	0	0	0
20	3	1	1	0	0	0	26.8	25	1	0	0	0	0	0	0	1.0	1
22	7	1	2	0	0	0	35.1	32	0	0	0	0	0	0	0	0.0	0
42	10	2	3	0	0	0	62	57	1	0	0	0	0	0	0	1	1
228	46	5	6	0	0	0	296	285	1	0	0	0	0	0	0	1	1
20	5	0	1	0	0	0	27.3	26	1	0	0	0	0	0	0	1.0	1
13	8	2	1	0	0	0	26.3	24	0	0	0	0	0	0	0	0.0	0
33	13	2	2	0	0	0	54	50	1	0	0	0	0	0	0	1	1
13	2	2	0	0	0	0	18.0	17	0	0	0	0	0	0	0	0.0	0
9	5	1	0	0	0	0	15.5	15	0	0	0	0	0	0	0	0.0	0
21	1	0	1	0	0	2	25.1	25	0	0	0	0	0	0	0	0.0	0
20	3	0	3	0	0	0	29.9	26	0	0	0	0	0	0	0	0.0	0
63	11	3	4	0	0	2	89	83	0	0	0	0	0	0	0	0	0
30	8	1	1	0	0	1	42.2	41	0	0	0	0	0	0	0	0.0	0
27	4	1	0	0	0	1	32.9	33	0	0	0	0	0	0	0	0.0	0
18	6	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
20	0	0	0	0	0	4	21.6	24	0	0	0	0	0	0	0	0.0	0
95	18	2	1	0	0	6	120	122	0	0	0	0	0	0	0	0	0
25	1	0	0	0	0	6	28.4	32	0	0	0	0	0	0	0	0.0	0
12	2	0	0	0	0	9	17.6	23	0	0	0	0	0	0	0	0.0	0
37	3	0	0	0	0	15	46	55	0	0	0	0	0	0	0	0	0
228	45	7	7	0	0	23	309	310	1	0	0	0	0	0	0	1	1

TIME	From A									To A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	33	9	0	1	0	0	0	44.3	43	39	8	2	1	0	0	3	53.5	53
06:45 - 07:00	13	16	0	0	0	0	1	29.4	30	48	34	0	0	0	1	0	82.2	83
Hourly Total	46	25	0	1	0	0	1	73	73	87	42	2	1	0	1	3	135	136
07:00 - 07:15	45	14	0	0	0	0	0	59.0	59	86	26	4	1	1	0	4	123.9	122
07:15 - 07:30	47	16	3	2	0	1	0	72.3	69	118	33	1	1	0	0	6	157.2	159
07:30 - 07:45	53	15	1	0	0	0	0	69.5	69	70	29	1	2	0	0	0	105.1	102
07:45 - 08:00	60	11	2	1	0	0	0	76.3	74	77	18	2	1	0	1	2	101.3	101
Hourly Total	205	56	6	3	0	1	0	277	271	351	106	8	5	1	1	12	488	484
08:00 - 08:15	49	18	0	1	0	0	0	69.3	68	69	26	4	1	0	0	2	104.1	102
08:15 - 08:30	50	13	1	2	0	0	0	69.1	66	59	17	1	3	0	0	1	84.8	81
08:30 - 08:45	63	6	3	1	0	0	0	75.8	73	57	18	0	4	0	0	1	84.6	80
08:45 - 09:00	52	14	2	1	0	1	0	71.5	70	61	14	2	1	0	0	0	80.3	78
Hourly Total	214	51	6	5	0	1	0	286	277	246	75	7	9	0	0	4	355	341
09:00 - 09:15	52	14	4	3	0	0	0	78.9	73	41	12	0	2	0	2	0	58.0	57
09:15 - 09:30	57	13	3	2	0	0	0	79.1	75	57	11	1	0	0	0	2	70.3	71
Hourly Total	109	27	7	5	0	0	0	159	148	98	23	1	2	0	2	2	129	128
Session Total	574	159	19	14	0	2	1	795	769	782	246	18	17	1	4	21	1107	1089
15:30 - 15:45	79	27	2	1	0	0	1	111.7	110	66	9	0	2	0	0	1	80.0	78
15:45 - 16:00	82	17	3	2	0	1	0	108.3	105	48	7	2	1	0	0	1	60.7	59
Hourly Total	161	44	5	3	0	1	1	220	215	114	16	2	3	0	0	2	141	137
16:00 - 16:15	77	17	3	1	0	0	3	102.0	101	60	15	2	1	1	0	2	83.1	81
16:15 - 16:30	74	19	4	0	0	0	1	99.4	98	78	12	2	0	0	0	1	93.4	93
16:30 - 16:45	95	19	0	1	0	0	2	117.1	117	60	19	1	1	0	0	1	83.2	82
16:45 - 17:00	95	24	0	3	0	0	2	126.7	124	85	9	0	1	0	0	0	96.3	95
Hourly Total	341	79	7	5	0	0	8	446	440	283	55	5	3	1	0	4	357	351
17:00 - 17:15	121	22	1	1	0	1	2	147.8	148	75	13	1	1	0	0	1	92.2	91
17:15 - 17:30	115	20	2	0	0	1	4	139.8	142	74	6	1	1	0	0	5	85.8	87
17:30 - 17:45	97	19	0	0	0	0	2	116.8	118	78	6	0	0	0	0	2	84.8	86
17:45 - 18:00	92	7	0	1	0	0	5	103.3	105	72	12	2	0	0	0	0	87.0	86
Hourly Total	425	68	3	2	0	2	13	508	513	299	37	4	2	0	0	8	350	350
18:00 - 18:15	78	5	0	0	0	1	10	87.2	94	71	7	1	0	0	0	2	80.3	81
18:15 - 18:30	89	13	0	0	0	0	14	107.6	116	57	4	0	2	0	0	4	67.2	67
Hourly Total	167	18	0	0	0	1	24	195	210	128	11	1	2	0	0	6	148	148
Session Total	1094	209	15	10	0	4	46	1369	1378	824	119	12	10	1	0	20	996	986



Tendring District, Essex - Manual Traffic Survey: Wednesday, 03 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: B - (East) A120

TIME	B to C									B to D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	3	0	0	0	0	0	0	3.0	3	90	32	5	40	0	0	2	222.3	169
06:45 - 07:00	7	3	0	0	0	0	0	10.0	10	93	23	1	42	0	0	1	214.5	160
Hourly Total	10	3	0	0	0	0	0	13	13	183	55	6	82	0	0	3	437	329
07:00 - 07:15	10	3	0	0	0	0	0	13.0	13	84	32	3	52	0	0	1	240.5	172
07:15 - 07:30	12	2	0	0	0	0	0	14.0	14	150	33	5	23	0	0	5	245.4	216
07:30 - 07:45	5	4	1	0	0	0	0	10.5	10	168	28	6	18	2	0	4	252.0	226
07:45 - 08:00	6	4	0	0	0	0	0	10.0	10	102	34	7	17	0	0	2	186.4	162
Hourly Total	33	13	1	0	0	0	0	48	47	504	127	21	110	2	0	12	925	776
08:00 - 08:15	8	3	0	0	0	0	0	11.0	11	131	13	6	35	0	0	2	234.3	187
08:15 - 08:30	15	1	0	1	0	0	0	18.3	17	96	28	4	22	0	0	0	180.6	150
08:30 - 08:45	9	2	1	0	0	0	0	12.5	12	105	19	5	11	0	0	3	158.0	143
08:45 - 09:00	13	0	2	0	0	0	0	16.0	15	82	14	1	12	0	0	0	125.1	109
Hourly Total	45	6	3	1	0	0	0	58	55	414	74	16	80	0	0	5	698	589
09:00 - 09:15	9	0	2	0	0	0	0	12.0	11	66	12	3	12	0	0	2	110.9	95
09:15 - 09:30	5	1	0	0	0	0	0	6.0	6	77	8	2	7	0	0	2	104.9	96
Hourly Total	14	1	2	0	0	0	0	18	17	143	20	5	19	0	0	4	217	191
Session Total	102	23	6	1	0	0	0	137	132	1244	276	48	291	2	0	24	2277	1885
15:30 - 15:45	10	2	0	0	0	0	0	12.0	12	53	26	3	10	0	0	0	106.5	92
15:45 - 16:00	10	1	0	0	0	0	0	11.0	11	54	10	5	10	0	0	1	94.9	80
Hourly Total	20	3	0	0	0	0	0	23	23	107	36	8	20	0	0	1	201	172
16:00 - 16:15	12	4	0	1	0	0	0	18.3	17	69	23	3	11	0	0	3	123.0	109
16:15 - 16:30	18	5	0	0	0	0	1	23.4	24	72	20	4	8	0	0	0	116.4	104
16:30 - 16:45	10	3	0	0	0	0	1	13.4	14	59	20	1	8	0	0	0	98.9	88
16:45 - 17:00	9	3	0	0	0	0	0	12.0	12	69	19	4	1	0	0	1	96.7	94
Hourly Total	49	15	0	1	0	0	2	67	67	269	82	12	28	0	0	4	435	395
17:00 - 17:15	10	2	0	0	0	0	0	12.0	12	65	16	1	1	0	0	5	86.8	88
17:15 - 17:30	11	3	0	0	0	0	0	14.0	14	78	5	4	4	0	0	0	98.2	91
17:30 - 17:45	7	0	0	0	0	0	0	7.0	7	32	1	1	5	0	0	4	47.6	43
17:45 - 18:00	10	0	0	0	0	0	0	10.0	10	54	5	1	3	0	0	0	67.4	63
Hourly Total	38	5	0	0	0	0	0	43	43	229	27	7	13	0	0	9	301	285
18:00 - 18:15	8	2	0	0	0	0	2	10.8	12	53	13	1	5	0	0	7	81.8	79
18:15 - 18:30	3	2	1	0	0	0	0	6.5	6	83	9	6	3	0	0	1	108.3	102
Hourly Total	11	4	1	0	0	0	2	18	18	136	22	7	8	0	0	8	190	181
Session Total	118	27	1	1	0	0	4	151	151	741	167	34	69	0	0	22	1127	1033

TIME	From B									To B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	109	33	5	40	0	0	4	243.1	191	54	10	1	10	1	0	0	90.5	76
06:45 - 07:00	128	43	1	42	0	0	1	269.5	215	45	16	3	20	1	0	1	113.9	86
Hourly Total	237	76	6	82	0	0	5	513	406	99	26	4	30	2	0	1	204	162
07:00 - 07:15	139	42	4	52	0	0	4	308.2	241	75	24	4	14	0	0	0	137.2	117
07:15 - 07:30	224	45	6	23	0	0	11	335.3	309	60	27	7	6	1	0	1	113.7	102
07:30 - 07:45	201	38	7	19	2	0	4	298.8	271	78	18	6	15	0	0	2	140.3	119
07:45 - 08:00	146	42	7	17	0	0	3	238.8	215	76	34	5	9	0	0	4	139.8	128
Hourly Total	710	167	24	111	2	0	22	1181	1036	289	103	22	44	1	0	7	531	466
08:00 - 08:15	174	25	6	35	0	0	2	289.3	242	67	31	1	17	0	0	6	141.0	122
08:15 - 08:30	141	36	4	23	0	0	0	235.9	204	83	32	3	5	0	0	1	131.4	124
08:30 - 08:45	135	29	6	12	0	0	4	202.2	186	64	15	4	11	0	0	0	110.3	94
08:45 - 09:00	124	15	3	12	0	0	0	171.1	154	70	20	13	7	0	0	0	125.6	110
Hourly Total	574	105	19	82	0	0	6	899	786	284	98	21	40	0	0	7	509	450
09:00 - 09:15	87	14	5	14	0	0	2	141.5	122	50	14	8	8	0	0	0	94.4	80
09:15 - 09:30	110	13	3	7	0	0	2	144.4	135	60	16	10	10	0	0	1	114.4	97
Hourly Total	197	27	8	21	0	0	4	286	257	110	30	18	18	0	0	1	208	177
Session Total	1718	375	57	296	2	0	37	2879	2485	782	257	65	132	3	0	16	1452	1255
15:30 - 15:45	78	30	3	10	0	0	0	135.5	121	99	17	10	16	0	0	1	168.2	143
15:45 - 16:00	72	13	7	11	0	0	1	121.2	104	86	37	8	25	0	0	0	192.5	156
Hourly Total	150	43	10	21	0	0	1	256	225	185	54	18	41	0	0	1	360	299
16:00 - 16:15	103	29	3	12	0	0	3	165.3	150	101	47	7	10	0	0	3	182.7	168
16:15 - 16:30	113	31	4	8	0	0	1	168.8	157	153	47	4	15	0	0	0	240.5	219
16:30 - 16:45	83	27	1	8	0	0	2	130.7	121	179	51	6	19	0	0	2	283.5	257
16:45 - 17:00	102	26	4	1	0	0	1	136.7	134	155	34	6	15	0	0	1	232.9	211
Hourly Total	401	113	12	29	0	0	7	602	562	588	179	23	59	0	0	6	940	855
17:00 - 17:15	92	21	1	1	0	0	6	119.2	121	167	33	3	23	0	0	0	257.4	226
17:15 - 17:30	114	9	4	4	0	0	0	138.2	131	184	38	1	21	0	0	3	273.0	247
17:30 - 17:45	63	4	1	5	0	0	5	82.0	78	162	26	3	13	0	0	2	223.2	206
17:45 - 18:00	81	9	1	3	0	0	0	98.4	94	169	17	2	20	0	0	0	235.0	208
Hourly Total	350	43	7	13	0	0	11	438	424	682	114	9	77	0	0	5	989	887
18:00 - 18:15	83	15	1	5	0	0	9	114.6	113	146	16	1	20	0	0	10	213.5	193
18:15 - 18:30	102	12	7	3	0	0	1	131.8	125	172	25	1	13	0	0	2	229.2	213
Hourly Total	185	27	8	8	0	0	10	246	238	318	41	2	33	0	0	12	443	406
Session Total	1086	226	37	71	0	0	29	1542	1449	1773	388	52	210	0	0	24	2732	2447



Tendring District, Essex - Manual Traffic Survey: Wednesday, 03 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: C - B1035

TIME	C to D									C to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	2	1	0	0	0	0	1	3.4	4	19	4	0	0	0	0	1	23.4	24
06:45 - 07:00	4	3	0	0	0	0	0	7.0	7	15	10	0	0	0	1	0	25.2	26
Hourly Total	6	4	0	0	0	0	1	10	11	34	14	0	0	0	1	1	48	50
07:00 - 07:15	12	2	0	0	0	0	0	14.0	14	33	9	1	1	1	0	1	48.2	46
07:15 - 07:30	10	3	1	0	0	0	0	14.5	14	44	15	0	0	0	0	0	59.0	59
07:30 - 07:45	9	4	1	1	0	0	0	16.8	15	24	15	0	1	0	0	0	41.3	40
07:45 - 08:00	7	2	0	0	0	0	0	9.0	9	26	10	0	1	0	1	1	38.9	39
Hourly Total	38	11	2	1	0	0	0	54	52	127	49	1	3	1	1	2	188	184
08:00 - 08:15	11	2	0	0	0	0	1	13.4	14	24	11	1	1	0	0	2	39.6	39
08:15 - 08:30	13	2	1	0	0	0	0	16.5	16	21	8	1	2	0	0	0	35.1	32
08:30 - 08:45	10	0	0	0	0	0	0	10.0	10	23	5	0	1	0	0	0	30.3	29
08:45 - 09:00	13	0	0	0	0	0	0	13.0	13	23	6	2	0	0	0	0	32.0	31
Hourly Total	47	4	1	0	0	0	1	53	53	91	30	4	4	0	0	2	137	131
09:00 - 09:15	4	0	0	0	0	0	0	4.0	4	22	6	0	0	0	2	0	28.4	30
09:15 - 09:30	7	1	1	0	0	0	0	9.5	9	23	5	0	0	0	0	2	28.8	30
Hourly Total	11	1	1	0	0	0	0	14	13	45	11	0	0	0	2	2	57	60
Session Total	102	20	4	1	0	0	2	131	129	297	104	5	7	1	4	7	430	425
15:30 - 15:45	4	1	1	0	0	0	0	6.5	6	30	3	0	1	0	0	1	35.7	35
15:45 - 16:00	5	2	0	1	0	0	0	9.3	8	22	3	0	0	0	0	1	25.4	26
Hourly Total	9	3	1	1	0	0	0	16	14	52	6	0	1	0	0	2	61	61
16:00 - 16:15	7	0	0	2	0	0	0	11.6	9	18	7	0	0	1	0	1	27.4	27
16:15 - 16:30	10	0	0	0	0	0	0	10.0	10	34	3	1	0	0	0	0	38.5	38
16:30 - 16:45	8	1	1	0	0	0	0	10.5	10	30	13	1	0	0	0	0	44.5	44
16:45 - 17:00	13	4	1	0	0	0	1	18.9	19	31	2	0	0	0	0	0	33.0	33
Hourly Total	38	5	2	2	0	0	1	51	48	113	25	2	0	1	0	1	143	142
17:00 - 17:15	23	5	0	0	0	0	0	28.0	28	33	7	1	1	0	0	0	43.8	42
17:15 - 17:30	24	4	0	0	0	0	1	28.4	29	29	2	0	1	0	0	4	34.9	36
17:30 - 17:45	25	3	0	0	0	0	1	28.4	29	32	2	0	0	0	0	1	34.4	35
17:45 - 18:00	21	3	0	0	0	0	0	24.0	24	27	6	1	0	0	0	0	34.5	34
Hourly Total	93	15	0	0	0	0	2	109	110	121	17	2	2	0	0	5	148	147
18:00 - 18:15	17	0	1	0	0	0	0	18.5	18	27	6	1	0	0	0	2	35.3	36
18:15 - 18:30	12	0	0	0	0	0	0	12.0	12	25	3	0	1	0	0	2	31.1	31
Hourly Total	29	0	1	0	0	0	0	31	30	52	9	1	1	0	0	4	67	67
Session Total	169	23	4	3	0	0	3	207	202	338	57	5	4	1	0	12	419	417

TIME	From C									To C								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	29	5	0	0	0	0	2	34.8	36	9	5	0	1	0	0	0	16.3	15
06:45 - 07:00	25	15	1	0	0	1	1	42.1	43	15	9	0	0	0	0	1	24.4	25
Hourly Total	54	20	1	0	0	1	3	77	79	24	14	0	1	0	0	1	40	40
07:00 - 07:15	48	14	1	2	1	0	1	70.5	67	19	8	0	1	0	0	0	29.3	28
07:15 - 07:30	60	19	1	0	0	0	0	80.5	80	24	13	1	0	0	1	0	38.7	39
07:30 - 07:45	39	24	1	2	0	0	0	69.1	66	19	8	2	0	0	0	0	30.0	29
07:45 - 08:00	39	16	0	1	0	1	1	57.9	58	26	10	1	1	0	0	0	39.8	38
Hourly Total	186	73	3	5	1	1	2	279	271	88	39	4	2	0	1	0	138	134
08:00 - 08:15	44	17	1	1	0	0	4	66.4	67	30	12	1	1	0	0	0	45.8	44
08:15 - 08:30	44	13	2	3	0	0	0	66.9	62	32	6	1	2	0	0	0	44.1	41
08:30 - 08:45	45	8	0	1	0	0	0	55.3	54	39	6	4	0	0	0	1	51.4	50
08:45 - 09:00	45	9	2	0	0	0	0	57.0	56	39	12	2	1	0	1	0	56.5	55
Hourly Total	178	47	5	5	0	0	4	247	239	140	36	8	4	0	1	1	197	190
09:00 - 09:15	35	8	1	0	0	2	0	44.9	46	35	7	3	2	0	0	0	51.1	47
09:15 - 09:30	34	7	2	1	0	0	2	47.1	46	29	8	1	0	0	0	0	38.5	38
Hourly Total	69	15	3	1	0	2	2	92	92	64	15	4	2	0	0	0	90	85
Session Total	487	155	12	11	1	4	11	695	681	316	104	16	9	0	2	2	465	449
15:30 - 15:45	45	5	2	1	0	0	1	55.7	54	48	19	1	0	0	0	1	68.9	69
15:45 - 16:00	36	7	1	2	0	0	1	49.5	47	65	8	1	1	0	1	1	77.4	77
Hourly Total	81	12	3	3	0	0	2	106	101	113	27	2	1	0	1	2	146	146
16:00 - 16:15	33	14	0	2	1	0	1	54.0	51	63	20	1	2	0	0	2	89.9	88
16:15 - 16:30	58	8	1	0	0	0	0	67.5	67	68	19	2	0	0	0	3	91.2	92
16:30 - 16:45	46	16	2	0	0	0	0	65.0	64	67	21	0	0	0	0	2	88.8	90
16:45 - 17:00	57	8	1	0	0	0	1	66.9	67	64	25	0	1	0	0	2	92.1	92
Hourly Total	194	46	4	2	1	0	2	254	249	262	85	3	3	0	0	9	363	362
17:00 - 17:15	67	16	1	1	0	0	0	86.8	85	88	18	1	1	0	1	1	110.4	110
17:15 - 17:30	71	8	0	1	0	0	5	83.3	85	112	20	1	0	0	1	3	134.9	137
17:30 - 17:45	65	7	0	0	0	0	2	72.8	74	87	12	0	0	0	0	3	100.2	102
17:45 - 18:00	58	12	1	1	0	0	0	73.8	72	68	13	0	1	0	0	2	84.1	84
Hourly Total	261	43	2	3	0	0	7	317	316	355	63	2	2	0	2	9	430	433
18:00 - 18:15	58	7	2	0	0	0	2	68.8	69	53	9	0	0	0	1	2	63.0	65
18:15 - 18:30	53	4	0	1	0	0	2	60.1	60	54	13	1	0	0	0	4	70.1	72
Hourly Total	111	11	2	1	0	0	4	129	129	107	22	1	0	0	1	6	133	137
Session Total	647	112	11	9	1	0	15	806	795	837	197	8	6	0	4	26	1072	1078



Tendring District, Essex - Manual Traffic Survey: Wednesday, 03 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Approach: D - (West) A120

TIME	D to A									D to B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	4	3	2	1	0	0	0	12.3	10	38	8	1	10	1	0	0	72.5	58
06:45 - 07:00	5	7	0	0	0	0	0	12.0	12	35	11	2	20	1	0	0	97.0	69
Hourly Total	9	10	2	1	0	0	0	24	22	73	19	3	30	2	0	0	170	127
07:00 - 07:15	8	10	2	0	0	0	0	21.0	20	56	17	4	14	0	0	0	111.2	91
07:15 - 07:30	12	8	0	1	0	0	0	22.3	21	40	24	6	5	1	0	1	86.9	77
07:30 - 07:45	18	8	1	0	0	0	0	27.5	27	50	8	6	15	0	0	2	102.3	81
07:45 - 08:00	13	4	2	0	0	0	0	20.0	19	49	26	5	9	0	0	4	104.8	93
Hourly Total	51	30	5	1	0	0	0	91	87	195	75	21	43	1	0	7	406	342
08:00 - 08:15	10	6	3	0	0	0	0	20.5	19	42	23	1	17	0	0	5	107.6	88
08:15 - 08:30	8	2	0	1	0	0	1	12.7	12	59	22	3	4	0	0	1	95.1	89
08:30 - 08:45	13	5	0	2	0	0	0	22.6	20	38	10	4	11	0	0	0	79.3	63
08:45 - 09:00	9	7	0	1	0	0	0	18.3	17	48	13	12	6	0	0	0	92.8	79
Hourly Total	40	20	3	4	0	0	1	74	68	187	68	20	38	0	0	6	374	319
09:00 - 09:15	6	4	0	0	0	0	0	10.0	10	29	7	5	8	0	0	0	61.9	49
09:15 - 09:30	6	2	0	0	0	0	0	8.0	8	42	14	7	9	0	0	1	87.6	73
Hourly Total	12	6	0	0	0	0	0	18	18	71	21	12	17	0	0	1	149	122
Session Total	112	66	10	6	0	0	1	207	195	526	183	56	128	3	0	14	1099	910
15:30 - 15:45	20	4	0	1	0	0	0	26.3	25	63	9	8	16	0	0	1	121.2	97
15:45 - 16:00	19	2	0	0	0	0	0	21.0	21	49	32	7	24	0	0	0	146.7	112
Hourly Total	39	6	0	1	0	0	0	47	46	112	41	15	40	0	0	1	268	209
16:00 - 16:15	20	6	2	1	0	0	1	31.7	30	60	36	6	10	0	0	1	128.4	113
16:15 - 16:30	21	3	1	0	0	0	1	25.9	26	112	35	3	15	0	0	0	186.0	165
16:30 - 16:45	16	2	0	1	0	0	0	20.3	19	137	44	6	19	0	0	2	234.5	208
16:45 - 17:00	30	3	0	1	0	0	0	35.3	34	101	28	6	15	0	0	1	172.9	151
Hourly Total	87	14	3	3	0	0	2	114	109	410	143	21	59	0	0	4	723	637
17:00 - 17:15	26	3	0	0	0	0	0	29.0	29	117	25	3	23	0	0	0	199.4	168
17:15 - 17:30	20	3	1	0	0	0	1	24.9	25	128	31	0	21	0	0	2	208.1	182
17:30 - 17:45	23	1	0	0	0	0	0	24.0	24	118	19	3	13	0	0	2	172.2	155
17:45 - 18:00	28	2	1	0	0	0	0	31.5	31	124	9	2	19	0	0	0	179.7	154
Hourly Total	97	9	2	0	0	0	1	109	109	487	84	8	76	0	0	4	760	659
18:00 - 18:15	22	1	0	0	0	0	0	23.0	23	109	13	1	20	0	0	6	171.9	149
18:15 - 18:30	17	0	0	1	0	0	2	20.1	20	116	23	1	13	0	0	1	170.8	154
Hourly Total	39	1	0	1	0	0	2	43	43	225	36	2	33	0	0	7	343	303
Session Total	262	30	5	5	0	0	5	313	307	1234	304	46	208	0	0	16	2094	1808

D to C									D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	2	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
5	0	0	0	0	0	0	5.0	5	1	0	0	0	0	0	0	1.0	1
6	2	0	0	0	0	0	8	8	1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2
0	1	0	0	0	0	0	1.0	1	1	1	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1	3	0	0	0	1	0	0	5.0	4
5	0	0	0	0	0	0	5.0	5	1	0	0	0	0	0	0	1.0	1
6	1	0	0	0	0	0	7	7	7	1	0	0	1	0	0	10	9
4	1	1	0	0	0	0	6.5	6	2	0	0	0	0	0	0	2.0	2
5	1	0	0	0	0	0	6.0	6	2	0	0	0	0	0	0	2.0	2
4	1	0	0	0	0	1	5.4	6	1	1	0	0	1	0	0	4.0	3
2	2	0	1	0	0	0	6.3	5	1	1	0	1	0	0	0	4.3	3
15	5	1	1	0	0	1	24	23	6	2	0	1	1	0	0	12	10
7	1	0	0	0	1	0	8.0	8	3	0	1	1	0	0	0	6.8	5
3	2	1	0	0	0	0	6.5	6	0	3	0	0	0	0	0	3.0	3
10	3	1	0	0	0	0	15	14	3	3	1	1	0	0	0	10	8
37	11	2	1	0	0	1	54	52	17	6	1	2	2	0	0	33	28
5	2	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
13	1	0	0	0	0	1	14.4	15	0	1	0	0	0	0	0	1.0	1
18	3	0	0	0	0	1	21	22	0	1	0	0	0	0	0	1	1
20	5	1	0	0	0	1	26.9	27	1	0	0	1	0	0	0	3.3	2
12	7	0	0	0	0	1	19.4	20	0	0	1	0	0	0	0	1.5	1
17	5	0	0	0	0	1	22.4	23	4	1	0	0	1	0	0	7.0	6
21	5	0	1	0	0	0	28.3	27	1	0	1	0	0	0	0	2.5	2
70	22	1	1	0	0	3	97	97	6	1	2	1	1	0	0	14	11
25	6	1	1	0	0	0	34.8	33	0	0	0	0	0	0	0	0.0	0
51	6	1	0	0	0	1	58.9	59	3	2	0	0	0	0	1	5.4	6
36	4	0	0	0	0	1	40.4	41	3	1	0	0	0	0	0	4.0	4
21	11	0	0	0	0	1	32.4	33	0	1	0	0	0	0	2	1.8	3
133	27	2	1	0	0	3	166	166	6	4	0	0	0	0	3	11	13
15	5	0	0	0	0	0	20.0	20	1	0	0	0	0	0	0	1.0	1
13	1	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
28	6	0	0	0	0	0	34	34	1	0	0	0	0	0	0	1	1
249	58	3	2	0	0	7	318	319	13	6	2	1	1	0	3	27	26

TIME	From D									To D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	43	13	3	11	1	0	0	87.8	71	112	37	5	40	0	0	3	249.7	197
06:45 - 07:00	46	18	2	20	1	0	0	115.0	87	104	33	1	42	0	0	1	235.5	181
Hourly Total	89	31	5	31	2	0	0	203	158	216	70	6	82	0	0	4	486	378
07:00 - 07:15	66	27	6	14	0	0	0	134.2	113	118	39	3	52	0	0	1	281.5	213
07:15 - 07:30	53	34	6	6	1	0	1	112.2	101	182	41	7	24	0	0	5	290.7	259
07:30 - 07:45	72	16	7	15	1	0	2	135.8	113	198	38	7	19	3	0	4	297.8	269
07:45 - 08:00	68	30	7	9	0	0	4	130.8	118	134	37	8	17	0	0	2	222.9	198
Hourly Total	259	107	26	44	2	0	7	513	445	632	155	25	112	3	0	12	1094	939
08:00 - 08:15	58	30	5	17	0	0	5	136.6	115	159	21	6	35	0	0	3	270.7	224
08:15 - 08:30	74	25	3	5	0	0	2	115.8	109	135	32	5	23	0	0	0	227.4	195
08:30 - 08:45	56	17	4	13	1	0	1	111.3	92	139	21	5	12	1	0	3	198.3	181
08:45 - 09:00	60	23	12	9	0	0	0	121.7	104	111	15	2	13	0	0	0	158.9	141
Hourly Total	248	95	24	44	1	0	8	485	420	544	89	18	83	1	0	6	855	741
09:00 - 09:15	45	12	6	9	0	0	0	86.7	72	93	15	5	14	0	0	2	148.5	129
09:15 - 09:30	51	21	8	9	0	0	1	105.1	90	106	19	4	9	0	0	2	152.5	140
Hourly Total	96	33	14	18	0	0	1	191	162	199	34	9	23	0	0	4	302	269
Session Total	692	266	69	137	5	0	16	1392	1185	1591	348	58	300	4	0	26	2737	2327
15:30 - 15:45	88	15	8	17	0	0	1	154.5	129	77	32	4	11	0	0	0	140.3	124
15:45 - 16:00	81	36	7	24	0	0	1	183.1	149	72	21	7	12	0	0	1	131.5	113
Hourly Total	169	51	15	41	0	0	2	338	278	149	53	11	23	0	0	1	272	237
16:00 - 16:15	101	47	9	12	0	0	3	190.3	172	90	25	5	14	0	0	3	155.9	137
16:15 - 16:30	145	45	5	15	0	0	2	232.8	212	91	25	6	8	0	0	0	143.4	130
16:30 - 16:45	174	52	6	20	1	0	3	284.2	256	92	23	2	9	1	0	2	141.5	129
16:45 - 17:00	153	36	7	17	0	0	1	239.0	214	103	26	6	4	0	0	2	148.0	141
Hourly Total	573	180	27	64	1	0	9	947	854	376	99	19	35	1	0	7	590	537
17:00 - 17:15	168	34	4	24	0	0	0	263.2	230	118	29	2	2	0	0	6	157.0	157
17:15 - 17:30	202	42	2	21	0	0	5	297.3	272	132	15	5	4	0	0	3	164.9	159
17:30 - 17:45	180	25	3	13	0	0	3	240.6	224	78	11	1	5	0	0	5	104.0	100
17:45 - 18:00	173	23	3	19	0	0	3	245.4	221	95	9	1	3	0	0	6	114.8	114
Hourly Total	723	124	12	77	0	0	11	1046	947	423	64	9	14	0	0	20	541	530
18:00 - 18:15	147	19	1	20	0	0	6	215.9	193	96	14	2	5	0	0	13	129.7	130
18:15 - 18:30	146	24	1	14	0	0	3	204.9	188	107	11	6	3	0	0	10	137.9	137
Hourly Total	293	43	2	34	0	0	9	421	381	203	25	8	8	0	0	23	267	267
Session Total	1758	398	56	216	1	0	31	2752	2460	1151	241	47	80	1	0	51	1670	1571



Tendring District, Essex - Queue Length Survey: Wednesday, 03 August 2022

Produced by Streetwise Services Ltd.

Junction: A - B1035 Clacton Road / B - (East) A120 / C - B1035 / D - (West) A120

Survey Period	A - B1035 Clacton Road		B - (East) A120		C - B1035		D - (West) A120	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
06:30 - 06:35	1	0	2	1	1	1	0	0
06:35 - 06:40	1	0	8	1	3	0	3	0
06:40 - 06:45	2	1	12	3	5	1	2	0
06:45 - 06:50	1	0	5	0	5	0	3	0
06:50 - 06:55	1	0	0	1	2	0	2	0
06:55 - 07:00	1	0	7	2	3	0	1	0
07:00 - 07:05	2	0	2	1	6	0	5	0
07:05 - 07:10	1	0	2	1	5	0	4	0
07:10 - 07:15	1	0	2	2	4	1	1	0
07:15 - 07:20	1	0	10	2	11	2	1	0
07:20 - 07:25	2	0	26	4	15	1	4	0
07:25 - 07:30	2	0	3	1	17	1	2	0
07:30 - 07:35	3	0	2	1	10	0	5	0
07:35 - 07:40	3	1	9	0	4	0	3	1
07:40 - 07:45	4	1	4	1	2	0	5	1
07:45 - 07:50	3	1	2	2	5	1	4	0
07:50 - 07:55	2	1	4	1	4	2	6	0
07:55 - 08:00	3	2	11	3	3	0	6	1
08:00 - 08:05	4	1	2	2	4	1	3	3
08:05 - 08:10	3	0	3	2	4	1	3	3
08:10 - 08:15	4	1	3	2	6	1	7	0
08:15 - 08:20	2	0	7	0	5	1	6	1
08:20 - 08:25	2	0	11	1	16	1	2	0
08:25 - 08:30	3	0	7	2	3	1	1	1
08:30 - 08:35	2	0	1	2	2	1	5	2
08:35 - 08:40	3	1	7	2	2	0	1	0
08:40 - 08:45	10	0	13	3	3	1	5	0
08:45 - 08:50	5	1	7	1	4	0	1	1
08:50 - 08:55	1	0	4	1	5	1	9	3
08:55 - 09:00	8	0	8	3	4	1	6	1
09:00 - 09:05	3	1	3	2	1	0	4	0
09:05 - 09:10	3	0	7	0	4	0	0	0
09:10 - 09:15	3	0	5	1	2	1	2	1
09:15 - 09:20	1	0	7	2	5	0	4	0
09:20 - 09:25	1	0	4	4	1	0	5	1
09:25 - 09:30	3	0	2	1	2	0	0	0
15:30 - 15:35	3	0	5	3	9	0	16	3
15:35 - 15:40	11	0	6	1	3	0	2	1
15:40 - 15:45	10	0	14	3	4	0	9	1
15:45 - 15:50	9	0	2	1	1	0	4	0
15:50 - 15:55	6	1	5	0	1	0	2	0
15:55 - 16:00	5	2	1	0	2	0	2	1
16:00 - 16:05	8	0	3	0	8	0	4	2
16:05 - 16:10	7	0	9	0	4	0	0	0
16:10 - 16:15	7	0	7	2	4	0	11	0
16:15 - 16:20	7	0	3	0	3	0	3	2
16:20 - 16:25	2	0	6	2	6	1	7	2
16:25 - 16:30	8	3	4	2	1	0	6	1
16:30 - 16:35	7	0	4	3	2	0	5	1
16:35 - 16:40	4	1	3	3	4	0	3	1
16:40 - 16:45	9	0	3	3	4	0	2	0
16:45 - 16:50	10	1	8	2	2	0	6	2
16:50 - 16:55	5	1	4	1	2	0	1	4
16:55 - 17:00	5	0	2	2	5	0	7	1
17:00 - 17:05	4	1	4	2	5	0	4	8
17:05 - 17:10	4	1	9	4	8	0	2	1
17:10 - 17:15	7	2	3	0	7	1	8	1
17:15 - 17:20	12	2	14	2	8	0	2	1
17:20 - 17:25	6	1	15	5	5	1	5	2
17:25 - 17:30	4	2	9	1	4	0	6	1
17:30 - 17:35	8	1	3	3	6	0	3	2
17:35 - 17:40	23	2	6	2	2	1	16	2
17:40 - 17:45	5	1	1	1	2	0	4	2
17:45 - 17:50	8	1	3	2	3	0	10	2
17:50 - 17:55	9	0	2	1	2	0	3	2
17:55 - 18:00	4	1	12	3	5	0	8	4
18:00 - 18:05	7	1	2	2	2	0	1	0
18:05 - 18:10	4	1	4	0	2	0	4	0
18:10 - 18:15	4	0	2	2	8	0	6	4
18:15 - 18:20	9	1	1	1	5	0	2	0
18:20 - 18:25	10	1	2	3	4	0	2	1
18:25 - 18:30	2	0	0	0	1	0	10	0

Appendix G

A120 Junction Turning Count Data (September 2022)

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024





Tendring District, Essex - Manual Traffic Survey: Thursday, 20 October 2022

Produced by Streetwise Services Ltd.

Junction: A - (North East) A120 / B - (East) Harwich Road / C - (South) Harwich Road / D - (West) A120 / E - Access Road

Approach: A - (North East) A120

TIME	A to B									A to C									
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	
06:30 - 06:45	0	0	0	0	0	0	0	0.0	0	25	4	0	0	0	0	0	0	29.0	29
06:45 - 07:00	0	0	0	0	0	0	0	0.0	0	29	5	0	0	0	0	1	0	34.4	35
Hourly Total	0	0	0	0	0	0	0	0.0	0	54	9	0	0	0	0	1	0	63	64
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	35	9	2	1	0	0	0	0	49.3	47
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	40	10	3	0	0	0	0	0	54.5	53
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	46	11	0	0	0	0	1	0	57.4	58
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	47	8	1	0	0	0	0	0	56.5	56
Hourly Total	0	0	0	0	0	0	0	0.0	0	168	38	6	1	0	0	1	0	217	214
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	62	8	1	1	0	0	1	0	74.2	73
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	54	8	1	0	0	0	1	0	63.9	64
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	57	10	3	1	1	0	0	0	75.8	72
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	38	5	2	1	0	0	0	0	48.3	46
Hourly Total	0	0	0	0	0	0	0	0.0	0	211	31	7	3	1	0	2	0	263	255
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	36	8	1	2	0	0	0	0	50.1	47
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	29	4	2	0	0	0	0	0	36.0	35
Hourly Total	0	0	0	0	0	0	0	0.0	0	65	12	3	2	0	0	0	0	87	82
Session Total	0	0	0	0	0	0	0	0.0	0	498	90	16	6	1	0	4	0	630	615
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	36	4	1	1	0	0	0	0	43.8	42
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0	28	6	0	2	0	0	0	0	38.6	36
Hourly Total	0	0	0	0	0	0	0	0.0	0	64	10	1	3	0	0	0	0	83	78
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	21	9	0	0	0	0	1	0	30.4	31
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	25	6	1	0	0	0	0	0	32.5	32
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	32	3	1	0	0	0	0	0	36.5	36
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	38	8	2	2	0	0	0	0	53.6	50
Hourly Total	0	0	0	0	0	0	0	0.0	0	116	26	4	2	0	0	1	0	153	149
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	38	4	1	0	0	0	0	0	43.5	43
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	52	9	1	0	0	0	0	0	62.5	62
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	40	5	0	0	0	0	0	0	45.0	45
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	28	3	1	0	0	0	0	0	32.5	32
Hourly Total	0	0	0	0	0	0	0	0.0	0	158	21	3	0	0	0	0	0	184	182
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	31	2	1	0	0	0	0	0	34.5	34
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	25	4	0	1	0	0	0	0	31.3	30
Hourly Total	0	0	0	0	0	0	0	0.0	0	56	6	1	1	0	0	0	0	66	64
Session Total	0	0	0	0	0	0	0	0.0	0	394	63	9	6	0	0	1	0	486	473

A to A							
LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	3	3
0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	6.0	6
0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	5.0	5
4	0	0	0	0	0	12	12
0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	7	7
1	1	1	0	0	0	5.8	4
0	0	0	0	0	0	1.0	1
1	1	1	0	0	0	7	5
5	1	1	0	0	0	29	27

1	0	0	0	0	0	3.0	3
0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	4	4
0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	2.0	2
0	0	0	0	0	1	2.4	3
0	0	0	0	0	0	0.0	0
0	0	0	0	0	1	6	7
0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	1.0	1
0	1	0	0	0	0	3.5	3
1	0	0	0	0	0	2.0	2
1	1	0	0	0	0	8	7
0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	3	3
2	1	0	0	0	1	21	21

From A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	98	26	4	30	0	0	0	199.0	158
06:45 - 07:00	148	40	2	36	0	0	2	274.6	228
Hourly Total	246	66	6	66	0	0	2	474	386
07:00 - 07:15	139	34	12	29	0	0	0	257.7	214
07:15 - 07:30	177	44	6	32	1	0	0	305.6	260
07:30 - 07:45	191	45	6	43	0	0	1	344.3	286
07:45 - 08:00	184	36	7	30	1	0	0	301.5	258
Hourly Total	691	159	31	134	2	0	1	1209	1018
08:00 - 08:15	205	31	4	27	0	0	1	304.5	268
08:15 - 08:30	176	29	3	16	0	0	1	246.7	225
08:30 - 08:45	165	27	6	27	1	0	0	265.1	226
08:45 - 09:00	105	13	4	18	0	0	0	165.4	140
Hourly Total	651	100	17	88	1	0	2	982	859
09:00 - 09:15	122	29	7	18	0	0	0	202.9	176
09:15 - 09:30	83	11	5	17	0	0	0	140.6	116
Hourly Total	205	40	12	35	0	0	0	344	292
Session Total	1793	365	66	323	3	0	5	3009	2555

15:30 - 15:45	81	25	4	14	0	0	0	144.2	124
15:45 - 16:00	72	18	1	11	0	0	0	116.8	102
Hourly Total	153	43	5	25	0	0	0	262	226
16:00 - 16:15	57	24	7	4	0	0	1	101.1	93
16:15 - 16:30	83	20	3	8	0	0	0	125.9	114
16:30 - 16:45	79	11	1	4	0	0	1	101.1	96
16:45 - 17:00	96	19	4	10	0	0	1	144.4	130
Hourly Total	315	74	15	26	0	0	3	473	433
17:00 - 17:15	88	16	4	6	0	0	0	123.8	114
17:15 - 17:30	127	18	4	8	0	0	0	169.4	157
17:30 - 17:45	90	15	2	6	0	0	1	122.2	114
17:45 - 18:00	69	14	3	2	0	0	1	92.5	89
Hourly Total	374	63	13	22	0	0	2	509	474
18:00 - 18:15	70	9	1	5	0	0	0	92.0	85
18:15 - 18:30	70	11	0	7	0	0	0	97.1	88
Hourly Total	140	20	1	12	0	0	0	190	173
Session Total	982	200	34	85	0	0	5	1434	1306

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
42	14	4	8	1	0	0	82.4	69
50	11	3	12	1	0	1	95.5	78
92	25	7	20	2	0	1	178	147
55	24	0	14	0	0	0	111.2	93
88	23	7	9	0	0	0	142.2	127
96	32	5	15	0	0	0	170.0	148
99	35	3	16	0	0	0	175.3	153
338	114	15	54	0	0	0	599	521
112	24	2	7	0	0	0	155.1	145
81	29	1	10	0	0	0	134.5	121
62	16	6	5	0	0	0	98.5	89
70	15	9	2	0	0	0	103.1	96
325	84	18	24	0	0	0	491	451
70	17	7	11	1	0	0	124.8	106
62	22	6	3	0	0	0	99.9	93
132	39	13	14	1	0	0	225	199
887	262	53	112	3	0	1	1493	1318
112	38	4	18	0	0	2	198.2	174
132	46	1	16	1	0	0	218.3	196
244	84	5	34	1	0	2	417	370
132	34	10	30	0	0	0	250.0	206
152	33	5	18	1	0	0	235.9	209
150	43	5	16	0	0	2	238.1	216
141	34	5	19	0	0	2	227.0	201
575	144	25	83	1	0	4	952	832
191	26	4	12	0	0	0	250.6	233
179	29	2	11	0	0	1	236.7	222
175	17	4	19	0	0	0	241.7	215
183	28	2	23	0	0	0	266.9	236
728	100	12	65	0	0	1	996	906
124	15	1	14	0	0	0	172.7	154
114	16	3	11	1	0	0	161.8	145
238	31	4	25	1	0	0	335	299
1785	359	46	207	3	0	7	2700	2407



Tendring District, Essex - Manual Traffic Survey: Thursday, 20 October 2022

Produced by Streetwise Services Ltd.

Junction: A - (North East) A120 / B - (East) Harwich Road / C - (South) Harwich Road / D - (West) A120 / E - Access Road

Approach: B - (East) Harwich Road

TIME	B to C									B to D									
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	
06:30 - 06:45	0	0	0	0	0	0	0	0.0	0	1	1	0	0	0	0	0	0	2.0	2
06:45 - 07:00	2	1	0	0	0	0	0	3.0	3	4	0	0	0	0	0	0	0	4.0	4
Hourly Total	2	1	0	0	0	0	0	3	3	5	1	0	0	0	0	0	0	6	6
07:00 - 07:15	3	0	0	0	0	0	0	3.0	3	3	7	0	0	0	0	0	0	10.0	10
07:15 - 07:30	5	2	0	0	0	0	0	7.0	7	6	8	0	0	0	0	1	0	14.4	15
07:30 - 07:45	5	1	0	0	0	0	0	6.0	6	5	0	0	0	0	0	0	0	5.0	5
07:45 - 08:00	5	3	0	2	2	0	0	16.6	12	4	0	0	0	0	0	1	0	4.4	5
Hourly Total	18	6	0	2	2	0	0	33	28	18	15	0	0	0	0	2	0	34	35
08:00 - 08:15	3	0	0	0	0	1	0	3.2	4	1	0	0	0	0	0	0	0	1.0	1
08:15 - 08:30	5	1	0	0	0	0	0	6.0	6	3	2	0	0	0	0	0	0	5.0	5
08:30 - 08:45	5	1	0	0	0	0	0	6.0	6	2	0	0	0	0	0	0	0	2.0	2
08:45 - 09:00	2	1	0	0	0	0	1	3.4	4	4	0	0	0	0	0	0	0	4.0	4
Hourly Total	15	3	0	0	0	1	1	18	20	10	2	0	0	0	0	0	0	12	12
09:00 - 09:15	0	3	1	0	0	0	0	4.5	4	1	0	0	0	0	0	0	0	1.0	1
09:15 - 09:30	3	0	0	0	0	0	0	3.0	3	2	1	0	0	0	0	0	0	3.0	3
Hourly Total	3	3	1	0	0	0	0	8	7	3	1	0	0	0	0	0	0	4	4
Session Total	38	13	1	2	2	1	1	62	58	36	19	0	0	0	0	2	0	56	57
15:30 - 15:45	3	1	1	0	0	0	0	5.5	5	2	2	0	0	0	0	0	0	4.0	4
15:45 - 16:00	1	0	0	0	0	0	0	1.0	1	0	1	0	0	0	0	0	0	1.0	1
Hourly Total	4	1	1	0	0	0	0	7	6	2	3	0	0	0	0	0	0	5	5
16:00 - 16:15	5	3	0	0	1	0	0	10.0	9	3	1	0	0	0	0	0	0	4.0	4
16:15 - 16:30	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	0	1.0	1
16:30 - 16:45	5	3	0	0	0	0	0	8.0	8	3	0	0	0	0	0	0	0	3.0	3
16:45 - 17:00	3	0	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	15	6	0	0	1	0	0	23	22	8	1	0	0	0	0	0	0	9	9
17:00 - 17:15	5	1	0	0	0	0	0	6.0	6	3	1	0	0	0	0	0	0	4.0	4
17:15 - 17:30	3	1	0	0	1	0	1	6.4	6	2	0	0	0	0	0	0	0	2.0	2
17:30 - 17:45	3	0	0	0	0	0	0	3.0	3	2	0	0	0	0	0	0	0	2.0	2
17:45 - 18:00	4	1	0	0	0	0	0	5.0	5	2	0	0	0	0	0	0	0	2.0	2
Hourly Total	15	3	0	0	1	0	1	20	20	9	1	0	0	0	0	0	0	10	10
18:00 - 18:15	4	1	0	0	0	0	0	5.0	5	0	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	1	0	0	0	1	0	0	3.0	2	2	0	0	0	0	0	0	0	2.0	2
Hourly Total	5	1	0	0	1	0	0	8	7	2	1	0	0	0	0	0	0	3	3
Session Total	39	11	1	0	3	0	1	58	55	21	6	0	0	0	0	0	0	27	27

B to E									B to A									
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR
0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1	1	0
0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2	0
0	0	0	0	0	0	0	0.0	0	2	1	0	0	0	0	0	3.0	3	0
0	0	0	0	0	0	0	0.0	0	3	1	0	0	0	0	0	4.0	4	0
0	0	0	0	0	0	0	0.0	0	1	1	0	0	0	0	0	2.0	2	0
0	0	0	0	0	0	0	0.0	0	8	3	0	0	0	0	0	11	11	0
0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3	0
0	0	0	0	0	0	0	0.0	0	4	0	0	0	0	0	0	4.0	4	0
0	0	0	0	0	0	0	0.0	0	4	0	0	0	0	0	0	4.0	4	0
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0
0	0	0	0	0	0	0	0.0	0	12	0	0	0	0	0	0	12	12	0
0	0	0	0	0	0	0	0.0	0	1	0	0	0	1	0	0	3.0	2	0
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0
0	0	0	0	0	0	0	0.0	0	2	0	0	0	1	0	0	4	3	0
0	0	0	0	0	0	0	0.0	0	23	3	0	0	1	0	0	28	27	0
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0
0	0	0	0	0	0	0	0.0	0	2	2	0	0	0	0	0	4.0	4	0
0	0	0	0	0	0	0	0.0	0	3	2	0	0	0	0	0	5	5	0
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0
0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3	0
0	0	0	0	0	0	0	0.0	0	4	1	0	0	0	0	0	5.0	5	0
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0
0	0	0	0	0	0	0	0.0	0	9	1	0	0	0	0	0	10	10	0
0	0	0	0	0	0	0	0.0	0	5	0	0	0	0	0	0	5.0	5	0
0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0
0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2	0
0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3	0
0	0	0	0	0	0	0	0.0	0	10	0	0	0	0	0	0	10	10	0
0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0
0	0	0	0	0	0	0	0.0	0	1	0	0	0	1	0	0	3.0	2	0
0	0	0	0	0	0	0	0.0	0	1	0	0	0	1	0	0	3	2	0
0	0	0	0	0	0	0	0.0	0	23	3	0	0	1	0	0	28	27	0

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	4	0	0	0	0	0	4.0	4
3	2	0	0	0	0	1	5.4	6
3	6	0	0	0	0	1	9	10
2	2	1	0	0	0	0	5.5	5
2	2	0	0	0	0	0	4.0	4
4	2	0	0	0	0	1	6.4	7
6	2	0	0	0	0	0	8.0	8
14	8	1	0	0	0	1	24	24
3	1	0	0	0	0	0	4.0	4
3	2	0	0	0	0	0	5.0	5
1	2	0	0	0	0	0	3.0	3
3	1	0	0	1	0	1	6.4	6
10	6	0	0	1	0	1	18	18
6	0	1	0	0	0	0	7.5	7
4	0	0	0	0	0	0	4.0	4
10	0	1	0	0	0	0	12	11
37	20	2	0	1	0	3	63	63
9	4	0	1	1	0	0	17.3	15
10	1	0	0	0	0	0	11.0	11
19	5	0	1	1	0	0	28	26
14	0	0	0	0	0	0	14.0	14
12	3	0	0	0	0	0	15.0	15
12	7	0	0	0	0	0	19.0	19
14	2	0	0	1	0	0	18.0	17
52	12	0	0	1	0	0	66	65
8	4	1	0	0	0	1	13.9	14
19	2	0	0	0	0	0	21.0	21
19	3	0	0	0	0	1	22.4	23
17	4	1	0	0	0	1	22.9	23
63	13	2	0	0	0	3	80	81
9	1	1	0	1	0	0	13.5	12
3	2	0	0	0	0	0	5.0	5
12	3	1	0	1	0	0	19	17
146	33	3	1	3	0	3	193	189

C to A									C to B									
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR
20	2	0	0	1	0	0	24.0	23	0	2	0	0	0	0	0	2.0	2	0
18	3	1	1	1	0	1	27.2	25	1	0	0	0	0	0	1	1.4	2	0
38	5	1	1	2	0	1	51	48	1	2	0	0	0	0	1	3	4	0
27	6	0	1	0	0	0	35.3	34	2	0	1	0	0	0	0	3.5	3	0
40	3	1	0	0	0	0	44.5	44	1	0	0	0	0	0	0	1.0	1	0
41	10	3	1	0	0	0	57.8	55	2	1	0	0	0	0	0	3.0	3	0
40	13	0	1	0	0	0	55.3	54	3	1	0	0	0	0	0	4.0	4	0
148	32	4	3	0	0	0	193	187	8	2	1	0	0	0	0	12	11	0
55	7	1	1	0	0	0	65.8	64	2	1	0	0	0	0	0	3.0	3	0
30	13	0	1	0	0	0	45.3	44	3	2	0	0	0	0	0	5.0	5	0
24	2	1	1	0	0	0	29.8	28	0	1	0	0	0	0	0	1.0	1	0
24	2	2	0	0	0	0	29.0	28	1	1	0	0	1	0	1	4.4	4	0
133	24	4	3	0	0	0	170	164	6	5	0	0	1	0	1	13	13	0
31	2	1	1	0	0	0	36.8	35	5	0	1	0	0	0	0	6.5	6	0
24	3	2	0	0	0	0	30.0	29	3	0	0	0	0	0	0	3.0	3	0
55	5	3	1	0	0	0	67	64	8	0	1	0	0	0	0	10	9	0
374	66	12	8	2	0	1	481	463	23	9	2	0	1	0	2	38	37	0
36	10	2	0	0	0	2	49.8	50	7	1	0	1	1	0	0	12.3	10	0
40	12	0	1	0	0	0	54.3	53	7	1	0	0	0	0	0	8.0	8	0
76	22	2	1	0	0	2	104	103	14	2	0	1	1	0	0	20	18	0
50	9	2	1	0	0	0	64.3	62	6	0	0	0	0	0	0	6.0	6	0
43	9	2	0	0	0	0	55.0	54	4	1	0	0	0	0	0	5.0	5	0
46	17	2	1	0	0	0	68.3	66	3	0	0	0	0	0	0	3.0	3	0
43	11	0	0	0	0	2	54.8	56	3	2	0	0	1	0	0	7.0	6	0
182	46	6	2	0	0	2	243	238	16	3	0	0	1	0	0	21	20	0
60	6	2	0	0	0	0	69.0	68	3	1	0	0	0	0	0	4.0	4	0
60	8	0	0	0	0	0	68.0	68	3	0	0	0	0	0	0	3.0	3	0
63	3	1	0	0	0	0	67.5	67	6	0	0	0	0	0	1	6.4	7	0
45	6	0	0	0	0	0	51.0	51	5	0	0	0	0	0	1	5.4	6	0
228	23	3	0	0	0	0	256	254	17	1	0	0	0	0	2	19	20	0
45	7	0	0	0	0	0	52.0	52	5	0	1	0	1	0	0	8.5	7	0
29	4	0	0	0	0	0	33.0	33	0	0	0	0	0	0	0	0.0	0	0
74	11	0	0	0	0	0	85	85	5	0	1	0	1	0	0	9	7	0
560	102	11	3	0	0	4	688	680	52	6	1	1	3	0	2	69	65	0

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
26	5	0	0	0	0	0	31.0	31
34	7	1	2	0	0	1	47.5	45
60	12	1	2	0	0	1	79	76
40	11	3	1	0	0	0	57.8	55
48	14	3	0	0	0	0	66.5	65
55	12	0	0	0	0	1	67.4	68
58	13	1	2	2	0	0	81.1	76
201	50	7	3	2	0	1	273	264
71	10	2	3	0	1	1	91.5	88
65	13	3	1	0	0	1	85.2	83
72	14	3	1	1	0	0	94.8	91
45	10	4	1	0	0	1	63.7	61
253	47	12	6	1	1	3	335	323
49	17	2	3	0	0	0	75.9	71
34	7	2	1	0	0	0	46.3	44
83	24	4	4	0	0	0	122	115
597	133	24	15	3	1	5	809	778
48	9	2	2	0	0	0	64.6	61
50	12	0	3	0	0	0	68.9	65
98	21	2	5	0	0	0	134	126
34	20	1	2	1	0	1	62.5	59
47	16	1	1	0	0	0	66.8	65
64	12	1	0	0	0	0	77.5	77
71	17	2	3	0	0	0	97.9	93
216	65	5	6	1	0	1	305	294
92	13	2	1	0	0	0	110.3	108
101	24	2	0	1	0	1	130.4	129
82	14	1	0	0	0	1	97.9	98
64	8	1	0	0	0	0	73.5	73
339	59	6	1	1	0	2	412	408
56	5	2	0	0	0	0	64.0	63
39	6	1	1	1	0	0	50.8	48
95	11	3	1	1	0	0	115	111
748	156	16	13	3	0	3	966	939



Tendring District, Essex - Manual Traffic Survey: Thursday, 20 October 2022

Produced by Streetwise Services Ltd.

Junction: A - (North East) A120 / B - (East) Harwich Road / C - (South) Harwich Road / D - (West) A120 / E - Access Road

Approach: D - (West) A120

TIME	D to E									D to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	0	0	0	0	0	0	0	0.0	0	21	12	4	8	0	0	0	57.4	45
06:45 - 07:00	0	0	0	0	0	0	0	0.0	0	29	8	2	11	0	0	0	65.3	50
Hourly Total	0	0	0	0	0	0	0	0	0	50	20	6	19	0	0	0	123	95
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	25	18	0	13	0	0	0	72.9	56
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	42	17	6	9	0	0	0	88.7	74
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	52	21	2	14	0	0	0	108.2	89
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	55	19	3	15	0	0	0	113.0	92
Hourly Total	0	0	0	0	0	0	0	0	0	174	75	11	51	0	0	0	383	311
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	52	17	1	6	0	0	0	84.3	76
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	45	16	1	9	0	0	0	83.2	71
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	32	14	5	4	0	0	0	62.7	55
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	44	13	7	2	0	0	0	72.1	66
Hourly Total	0	0	0	0	0	0	0	0	0	173	60	14	21	0	0	0	302	268
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	37	14	5	9	0	0	0	79.2	65
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	36	19	4	3	0	0	0	67.9	62
Hourly Total	0	0	0	0	0	0	0	0	0	73	33	9	12	0	0	0	148	127
Session Total	0	0	0	0	0	0	0	0	0	470	188	40	103	0	0	0	956	801
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	73	27	2	18	0	0	0	144.4	120
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0	89	32	1	15	1	0	0	159.0	138
Hourly Total	0	0	0	0	0	0	0	0	0	162	59	3	33	1	0	0	304	258
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	79	25	8	29	0	0	0	182.7	141
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1	103	24	3	18	1	0	0	174.9	149
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	98	25	3	15	0	0	1	162.4	142
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	97	23	5	19	0	0	0	171.2	144
Hourly Total	1	0	0	0	0	0	0	1	1	377	97	19	81	1	0	1	691	576
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	125	20	2	12	0	0	0	175.6	159
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	118	21	2	11	0	0	1	167.7	153
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	108	14	2	19	0	0	0	168.7	143
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	134	21	2	23	0	0	0	210.9	180
Hourly Total	0	0	0	0	0	0	0	0	0	485	76	8	65	0	0	1	723	635
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	77	8	1	14	0	0	0	118.7	100
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	83	12	3	11	0	0	0	124.8	109
Hourly Total	0	0	0	0	0	0	0	0	0	160	20	4	25	0	0	0	244	209
Session Total	1	0	0	0	0	0	0	1	1	1184	252	34	204	2	0	2	1962	1678

D to B									D to C									
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR
0	2	0	0	0	0	0	2.0	2	1	1	0	0	0	0	0	2.0	2	1
2	2	0	0	0	0	0	4.0	4	3	1	1	2	0	0	0	10.1	7	0
2	4	0	0	0	0	0	6	6	4	2	1	2	0	0	0	13	9	1
0	2	0	0	0	0	0	2.0	2	2	2	1	0	0	0	0	5.5	5	0
1	2	0	0	0	0	0	3.0	3	3	2	0	0	0	0	0	5.0	5	0
2	1	0	0	0	0	1	3.4	4	4	0	0	0	0	0	0	4.0	4	0
3	1	0	0	0	0	0	4.0	4	6	2	0	0	0	0	0	8.0	8	0
6	6	0	0	0	0	1	12	13	15	6	1	0	0	0	0	23	22	0
1	0	0	0	0	0	0	1.0	1	6	2	1	2	0	0	0	14.1	11	1
0	0	0	0	0	0	0	0.0	0	6	4	2	1	0	0	0	15.3	13	0
1	1	0	0	0	0	0	2.0	2	10	3	0	0	0	0	0	13.0	13	0
2	0	0	0	0	0	0	2.0	2	5	4	2	0	0	0	0	12.0	11	1
4	1	0	0	0	0	0	5	5	27	13	5	3	0	0	0	55	48	2
1	0	0	0	0	0	0	1.0	1	13	6	0	1	0	0	0	21.3	20	2
1	0	0	0	0	0	0	1.0	1	2	3	0	1	0	0	0	7.3	6	1
2	0	0	0	0	0	0	2	2	15	9	0	2	0	0	0	29	26	3
14	11	0	0	0	0	1	25	26	61	30	7	7	0	0	0	120	105	6
2	3	0	0	0	0	0	5.0	5	9	4	0	1	0	0	0	15.3	14	1
3	0	0	0	0	0	0	3.0	3	21	6	0	1	0	0	0	29.3	28	2
5	3	0	0	0	0	0	8	8	30	10	0	2	0	0	0	45	42	3
8	0	0	0	0	0	0	8.0	8	8	8	1	2	0	0	0	22.1	19	0
8	2	0	0	0	0	0	10.0	10	20	10	0	1	0	0	0	32.3	31	1
9	7	0	0	0	0	0	16.0	16	27	5	0	0	0	0	0	32.0	32	0
11	0	0	0	0	0	0	11.0	11	30	9	0	1	0	0	0	41.3	40	1
36	9	0	0	0	0	0	45	45	85	32	1	4	0	0	0	128	122	2
5	3	1	0	0	0	1	9.9	10	49	8	1	1	0	0	0	60.8	59	1
16	2	0	0	0	0	0	18.0	18	46	14	1	0	0	0	0	61.5	61	2
13	3	0	0	0	0	0	16.0	16	39	9	1	0	0	0	1	49.9	50	0
12	4	1	0	0	0	0	17.5	17	32	4	0	0	0	0	0	36.0	36	0
46	12	2	0	0	0	1	61	61	166	35	3	1	0	0	1	208	206	3
4	1	0	0	0	0	0	5.0	5	21	2	1	0	0	0	0	24.5	24	0
3	2	0	0	0	0	0	5.0	5	13	2	1	0	0	0	0	16.5	16	2
7	3	0	0	0	0	0	10	10	34	4	2	0	0	0	0	41	40	2
94	27	2	0	0	0	1	124	124	315	81	6	7	0	0	1	422	410	10

D to D							
LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	1.0	1
0	0	3	0	0	0	6.9	3
0	0	3	0	0	0	8	4
1	0	4	0	0	0	10.2	5
0	0	3	0	0	0	6.9	3
0	0	4	0	0	0	9.2	4
0	0	4	0	0	0	9.2	4
1	0	15	0	0	0	36	16
4	0	2	0	0	0	9.6	7
1	1	0	0	0	0	2.5	2
0	1	0	0	0	0	1.5	1
0	1	3	0	0	0	9.4	5
5	3	5	0	0	0	24	15
2	0	1	0	0	0	6.3	5
0	2	2	0	0	0	8.6	5
2	2	3	0	0	0	15	10
8	5	26	0	0	0	83	45

0	0	6	0	0	0	14.8	7
1	0	7	0	0	0	19.1	10
1	0	13	0	0	0	34	17
0	0	1	0	0	0	2.3	1
1	0	4	0	0	0	11.2	6
0	0	2	0	0	0	4.6	2
1	0	0	0	0	0	2.0	2
2	0	7	0	0	0	20	11
0	0	1	0	0	0	3.3	2
0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	5	4
1	0	1	0	0	0	3.3	2
0	0	0	0	0	0	2.0	2
1	0	1	0	0	0	5	4
4	0	22	0	0	0	64	36

From D									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	23	15	4	8	0	0	0	62.4	50
06:45 - 07:00	34	11	3	16	0	0	0	86.3	64
Hourly Total	57	26	7	24	0	0	0	149	114
07:00 - 07:15	27	23	1	17	0	0	0	90.6	68
07:15 - 07:30	46	21	6	12	0	0	0	103.6	85
07:30 - 07:45	58	22	2	18	0	0	1	124.8	101
07:45 - 08:00	64	22	3	19	0	0	0	134.2	108
Hourly Total	195	88	12	66	0	0	1	453	362
08:00 - 08:15	60	23	2	10	0	0	0	109.0	95
08:15 - 08:30	51	21	4	10	0	0	0	101.0	86
08:30 - 08:45	43	18	6	4	0	0	0	79.2	71
08:45 - 09:00	52	17	10	5	0	0	0	95.5	84
Hourly Total	206	79	22	29	0	0	0	385	336
09:00 - 09:15	53	22	5	11	0	0	0	107.8	91
09:15 - 09:30	40	22	6	6	0	0	0	84.8	74
Hourly Total	93	44	11	17	0	0	0	193	165
Session Total	551	237	52	136	0	0	1	1180	977

15:30 - 15:45	85	34	2	25	0	0	0	179.5	146
15:45 - 16:00	115	39	1	23	1	0	0	210.4	179
Hourly Total	200	73	3	48	1	0	0	390	325
16:00 - 16:15	95	33	9	32	0	0	0	215.1	169
16:15 - 16:30	133	37	3	23	1	0	0	229.4	197
16:30 - 16:45	134	37	3	17	0	0	1	215.0	192
16:45 - 17:00	139	33	5	20	0	0	0	225.5	197
Hourly Total	501	140	20	92	1	0	1	885	755
17:00 - 17:15	180	31	4	14	0	0	1	249.6	230
17:15 - 17:30	182	37	3	11	0	0	1	249.2	234
17:30 - 17:45	160	26	3	19	0	0	1	234.6	209
17:45 - 18:00	178	29	3	23	0	0	0	264.4	233
Hourly Total	700	123	13	67	0	0	3	998	906
18:00 - 18:15	102	12	2	15	0	0	0	151.5	131
18:15 - 18:30	101	16	4	11	0	0	0	148.3	132
Hourly Total	203	28	6	26	0	0	0	300	263
Session Total	1604	364	42	233	2	0	4	2573	2249

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
80	26	4	30	0	0	0	181.0	140
131	36	3	39	0	0	1	261.6	210
211	62	7	69	0	0	1	443	350
115	33	12	32	0	0	0	239.6	192
146	43	4	37	1	0	1	282.5	232
164	41	6	48	0	0	0	324.4	259
153	30	7	34	1	0	1	274.1	226
578	147	29	151	2	0	2	1121	909
162	34	3	29	0	0	0	267.2	228
140	30	3	17	0	0	0	213.6	190
127	21	4	27	0	0	0	216.1	179
84	10	4	20	0	0	0	146.0	118
513	95	14	93	0	0	0	843	715
103	26	8	16	0	0	0	177.8	153
70	9	6	21	0	0	0	136.3	106
173	35	14	37	0	0	0	314	259
1475	339	64	350	2	0	3	2721	2233
58	24	3	20	0	0	0	132.5	105
52	18	1	16	0	0	0	108.3	87
110	42	4	36	0	0	0	241	192
47	18	7	5	0	0	0	87.0	77
63	15	2	12	0	0	0	108.6	92
62	13	0	8	0	0	0	93.4	83
74	14	2	8	0	0	1	109.8	99
246	60	11	33	0	0	1	399	351
70	16	4	7	0	0	0	108.1	97
88	11	4	8	0	0	0	123.4	111
54	13	2	6	0	0	1	84.2	76
52	11	2	2	0	0	1	71.0	68
264	51	12	23	0	0	2	387	352
51	10	0	6	0	0	0	74.8	67
52	9	0	6	0	0	0	74.8	67
103	19	0	12	0	0	0	150	134
723	172	27	104	0	0	3	1177	1029



Tendring District, Essex - Queue Length Survey: Thursday, 20 October 2022

Produced by Streetwise Services Ltd.

Junction: A - (North East) A120 / B - (East) Harwich Road / C - (South) Harwich Road / D - (West) A120 / E - Access Road

Survey Period	A - (North East) A120		B - (East) Harwich Road	C - (South) Harwich Road	D - (West) A120		E - Access Road
	Lane 1	Lane 2	Lane 1	Lane 1	Lane 1	Lane 2	Lane 1
	MAX	MAX	MAX	MAX	MAX	MAX	MAX
06:30 - 06:35	0	0	0	4	0	0	0
06:35 - 06:40	0	0	0	2	0	0	0
06:40 - 06:45	0	1	1	2	0	0	0
06:45 - 06:50	0	0	1	5	1	0	0
06:50 - 06:55	2	1	1	5	0	0	0
06:55 - 07:00	2	0	1	6	2	0	0
07:00 - 07:05	0	0	1	5	0	0	0
07:05 - 07:10	1	0	3	4	0	0	0
07:10 - 07:15	0	0	3	5	0	0	0
07:15 - 07:20	4	1	1	5	5	0	0
07:20 - 07:25	0	0	1	3	2	0	0
07:25 - 07:30	0	0	2	6	0	0	0
07:30 - 07:35	12	2	1	8	2	1	0
07:35 - 07:40	0	1	2	11	7	0	0
07:40 - 07:45	0	0	1	9	2	0	0
07:45 - 07:50	4	0	3	5	2	1	0
07:50 - 07:55	1	2	1	5	1	1	0
07:55 - 08:00	0	1	1	7	4	0	0
08:00 - 08:05	1	0	1	6	3	2	0
08:05 - 08:10	4	0	1	6	2	2	0
08:10 - 08:15	0	1	0	4	1	1	0
08:15 - 08:20	0	0	1	5	3	1	0
08:20 - 08:25	0	0	0	7	0	0	0
08:25 - 08:30	6	0	1	3	1	0	0
08:30 - 08:35	5	0	2	3	0	0	0
08:35 - 08:40	1	0	3	6	1	0	0
08:40 - 08:45	0	0	1	2	2	0	0
08:45 - 08:50	4	0	0	1	0	1	0
08:50 - 08:55	1	0	1	2	0	0	0
08:55 - 09:00	0	1	0	2	0	1	0
09:00 - 09:05	0	0	2	4	2	1	0
09:05 - 09:10	1	0	0	3	1	0	0
09:10 - 09:15	2	0	1	3	2	2	0
09:15 - 09:20	1	0	0	9	0	1	0
09:20 - 09:25	0	0	0	4	1	0	0
09:25 - 09:30	2	0	1	1	0	0	0
15:30 - 15:35	0	2	0	5	3	1	0
15:35 - 15:40	1	0	1	2	2	0	0
15:40 - 15:45	1	2	1	5	4	2	0
15:45 - 15:50	0	0	0	3	3	1	0
15:50 - 15:55	0	0	1	1	4	2	0
15:55 - 16:00	7	1	0	2	5	1	0
16:00 - 16:05	0	0	1	1	2	1	0
16:05 - 16:10	0	0	0	0	3	0	0
16:10 - 16:15	2	0	0	2	4	0	0
16:15 - 16:20	2	1	0	2	1	1	0
16:20 - 16:25	3	0	1	3	1	2	0
16:25 - 16:30	1	0	0	2	6	1	0
16:30 - 16:35	0	1	1	3	3	3	0
16:35 - 16:40	1	0	0	2	3	2	0
16:40 - 16:45	2	0	1	3	2	1	0
16:45 - 16:50	4	2	1	5	4	0	0
16:50 - 16:55	2	1	0	2	8	0	0
16:55 - 17:00	3	0	1	2	2	2	0
17:00 - 17:05	1	0	1	1	2	2	0
17:05 - 17:10	3	0	2	6	3	3	0
17:10 - 17:15	0	1	2	3	3	3	0
17:15 - 17:20	2	2	1	4	1	3	0
17:20 - 17:25	2	1	0	5	0	0	0
17:25 - 17:30	1	0	2	2	2	2	0
17:30 - 17:35	1	1	1	1	2	3	0
17:35 - 17:40	2	1	1	2	1	3	0
17:40 - 17:45	1	0	3	3	2	1	0
17:45 - 17:50	2	1	0	1	2	2	0
17:50 - 17:55	1	0	0	1	3	0	0
17:55 - 18:00	2	1	1	1	2	2	0
18:00 - 18:05	2	0	2	2	1	1	0
18:05 - 18:10	1	0	0	3	4	0	0
18:10 - 18:15	1	1	0	1	1	1	0
18:15 - 18:20	1	0	0	1	0	0	0
18:20 - 18:25	0	0	0	8	4	0	0
18:25 - 18:30	0	0	0	1	0	0	0

To A									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
202	43	15	6	6	1	0	1	83.2	72
182	43	17	7	10	3	0	1	99.9	81
384	86	32	13	16	4	0	2	184	153
259	63	28	9	8	0	0	0	122.9	108
320	86	30	5	8	0	0	0	141.9	129
275	68	31	5	10	1	0	2	132.3	117
271	85	25	7	10	0	0	1	143.9	128
1125	302	114	26	36	1	0	3	541	482
249	83	24	10	8	0	0	1	140.8	126
246	74	11	0	10	0	1	1	108.6	97
211	80	11	8	9	0	0	1	124.1	109
184	77	21	5	11	0	0	1	131.2	115
890	314	67	23	38	0	1	4	505	447
187	59	11	2	5	0	0	0	84.5	77
133	60	18	7	9	0	0	0	109.2	94
320	119	29	9	14	0	0	0	194	171
2719	821	242	71	104	5	1	9	1424	1253
109	88	22	4	24	1	0	2	174.0	141
117	124	34	12	29	1	0	0	244.7	200
226	212	56	16	53	2	0	2	419	341
124	114	34	7	12	0	0	0	186.1	167
145	146	42	8	21	1	0	0	250.3	218
107	144	41	4	20	0	0	3	238.2	212
143	159	31	3	22	1	0	4	248.7	220
519	563	148	22	75	2	0	7	924	817
144	168	42	4	22	0	0	2	267.4	238
132	210	32	4	16	0	0	5	286.8	267
98	166	23	2	13	0	0	6	224.3	210
97	152	23	4	15	0	1	3	216.9	198
471	696	120	14	66	0	1	16	995	913
96	148	23	2	16	0	0	2	211.6	191
74	110	13	4	22	0	0	0	179.6	149
170	258	36	6	38	0	0	2	391	340
1386	1729	360	58	232	4	1	27	2729	2411



Tendring District, Essex - Manual Traffic Survey: Tuesday, 20 September 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A120 / B - (South) A120 / C - Bentley Road

Approach: B - (South) A120

TIME	B to C									B to A								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:30 - 06:45	4	3	0	0	0	0	3	8.2	10	40	13	6	6	1	0	1	78.2	67
06:45 - 07:00	6	2	0	0	0	0	0	8.0	8	42	17	7	10	3	0	1	98.9	80
Hourly Total	10	5	0	0	0	0	3	16	18	82	30	13	16	4	0	2	178	147
07:00 - 07:15	13	2	0	0	0	0	0	15.0	15	61	26	9	8	0	0	0	118.9	104
07:15 - 07:30	9	3	0	0	0	0	0	12.0	12	80	30	5	8	0	0	0	135.9	123
07:30 - 07:45	14	2	0	0	0	0	0	16.0	16	61	31	5	10	0	0	2	123.3	109
07:45 - 08:00	18	5	0	0	0	0	0	23.0	23	79	24	7	10	0	0	1	136.9	121
Hourly Total	54	12	0	0	0	0	0	66	66	281	111	26	36	0	0	3	515	457
08:00 - 08:15	24	4	0	1	0	0	0	30.3	29	77	23	10	8	0	0	1	133.8	119
08:15 - 08:30	16	2	0	2	0	0	0	22.6	20	71	10	0	10	0	0	1	104.4	92
08:30 - 08:45	11	3	1	0	0	0	0	15.5	15	76	10	7	9	0	0	1	117.6	103
08:45 - 09:00	10	2	0	0	0	0	0	12.0	12	71	20	5	11	0	0	0	123.8	107
Hourly Total	61	11	1	3	0	0	0	81	76	295	63	22	38	0	0	3	479	421
09:00 - 09:15	8	3	1	0	1	0	0	14.5	13	53	11	2	5	0	0	0	78.5	71
09:15 - 09:30	4	3	0	1	0	0	0	9.3	8	56	16	7	9	0	0	0	103.2	88
Hourly Total	12	6	1	1	1	0	0	24	21	109	27	9	14	0	0	0	182	159
Session Total	137	34	2	4	1	0	3	187	181	767	231	70	104	4	0	8	1354	1184
15:30 - 15:45	11	3	0	0	0	0	0	14.0	14	83	22	4	24	0	0	2	167.0	135
15:45 - 16:00	8	0	0	1	0	0	0	10.3	9	119	31	11	28	1	0	0	232.9	190
Hourly Total	19	3	0	1	0	0	0	24	23	202	53	15	52	1	0	2	401	325
16:00 - 16:15	8	5	0	0	0	0	0	13.0	13	104	32	7	12	0	0	0	174.1	155
16:15 - 16:30	14	3	0	0	0	0	1	17.4	18	139	41	8	21	1	0	0	242.3	210
16:30 - 16:45	5	5	0	1	0	0	0	12.3	11	137	38	4	19	0	0	3	225.9	201
16:45 - 17:00	14	3	0	0	0	0	0	17.0	17	153	30	3	22	0	0	3	239.3	211
Hourly Total	41	16	0	1	0	0	1	59	59	533	141	22	74	1	0	6	881	777
17:00 - 17:15	9	0	1	0	0	0	0	10.5	10	164	41	4	22	0	0	2	262.4	233
17:15 - 17:30	7	2	0	1	0	0	0	11.3	10	204	31	4	15	0	0	5	277.5	259
17:30 - 17:45	13	1	0	0	0	0	0	14.0	14	162	23	2	13	0	0	6	220.3	206
17:45 - 18:00	10	0	0	0	0	0	0	10.0	10	146	22	4	15	0	0	3	209.7	190
Hourly Total	39	3	1	1	0	0	0	46	44	676	117	14	65	0	0	16	970	888
18:00 - 18:15	10	2	0	1	0	0	0	14.3	13	140	20	2	15	0	0	0	197.5	177
18:15 - 18:30	9	2	0	0	1	0	0	13.0	12	108	13	4	22	0	0	0	177.6	147
Hourly Total	19	4	0	1	1	0	0	27	25	248	33	6	37	0	0	0	375	324
Session Total	118	26	1	4	1	0	1	156	151	1659	344	57	228	2	0	24	2627	2314

To B									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
77	113	41	5	42	0	0	1	258.5	202
88	97	36	10	37	0	0	2	233.9	182
165	210	77	15	79	0	0	3	493	384
119	174	37	5	35	0	0	8	302.2	259
135	223	35	6	51	2	0	3	389.5	320
125	195	43	4	25	4	0	4	311.1	275
144	193	45	5	26	1	0	1	307.7	271
523	785	160	20	137	7	0	16	1310	1125
148	198	21	5	20	0	0	5	274.5	249
112	183	35	5	22	0	1	0	276.3	246
118	155	28	8	18	1	0	1	238.8	211
119	143	19	5	14	0	0	3	202.9	184
497	679	103	23	74	1	1	9	993	890
84	148	21	3	15	0	0	0	208.0	187
96	86	21	9	17	0	0	0	159.6	133
180	234	42	12	32	0	0	0	368	320
1365	1908	382	70	322	8	1	28	3164	2719
149	72	19	3	13	1	0	1	127.8	109
199	72	29	1	15	0	0	0	137.0	117
348	144	48	4	28	1	0	1	264	226
168	78	26	2	17	0	0	1	146.5	124
228	99	28	5	13	0	0	0	164.4	145
212	83	17	2	4	0	0	1	112.6	107
228	100	25	3	14	1	0	0	163.7	143
836	360	96	12	48	1	0	2	587	519
243	105	19	3	14	0	0	3	161.9	144
269	91	22	2	16	0	0	1	153.2	132
220	72	10	4	12	0	0	0	115.6	98
200	81	8	1	5	0	1	1	102.6	97
932	349	59	10	47	0	1	5	533	471
190	66	15	3	10	0	1	1	109.1	96
159	54	13	1	6	0	0	0	82.3	74
349	120	28	4	16	0	1	1	191	170
2465	973	231	30	139	2	2	9	1575	1386

To C									
TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
5	4	3	0	0	0	0	3	8.2	10
1	6	2	0	0	0	0	0	8.0	8
6	10	5	0	0	0	0	3	16	18
4	13	2	0	0	0	0	0	15.0	15
6	9	3	0	0	0	0	0	12.0	12
8	14	2	0	0	0	0	0	16.0	16
7	18	5	0	0	0	0	0	23.0	23
25	54	12	0	0	0	0	0	66	66
7	24	4	0	1	0	0	0	30.3	29
5	16	2	0	2	0	0	0	22.6	20
6	11	3	1	0	0	0	0	15.5	15
8	10	2	0	0	0	0	0	12.0	12
26	61	11	1	3	0	0	0	81	76
6	8	3	1	0	1	0	0	14.5	13
6	4	3	0	1	0	0	0	9.3	8
12	12	6	1	1	1	0	0	24	21
69	137	34	2	4	1	0	3	187	181
6	11	3	0	0	0	0	0	14.0	14
10	8	0	0	1	0	0	0	10.3	9
16	19	3	0	1	0	0	0	24	23
12	8	5	0	0	0	0	0	13.0	13
8	14	3	0	0	0	0	1	17.4	18
11	5	5	0	1	0	0	0	12.3	11
9	14	3	0	0	0	0	0	17.0	17
40	41	16	0	1	0	0	1	59	59
5	9	0	1	0	0	0	0	10.5	10
8	7	2	0	1	0	0	0	11.3	10
4	13	1	0	0	0	0	0	14.0	14
8	10	0	0	0	0	0	0	10.0	10
25	39	3	1	1	0	0	0	46	44
14	10	2	0	1	0	0	0	14.3	13
2	9	2	0	0	1	0	0	13.0	12
16	19	4	0	1	1	0	0	27	25
97	118	26	1	4	1	0	1	156	151

Appendix H Construction Access Routes

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

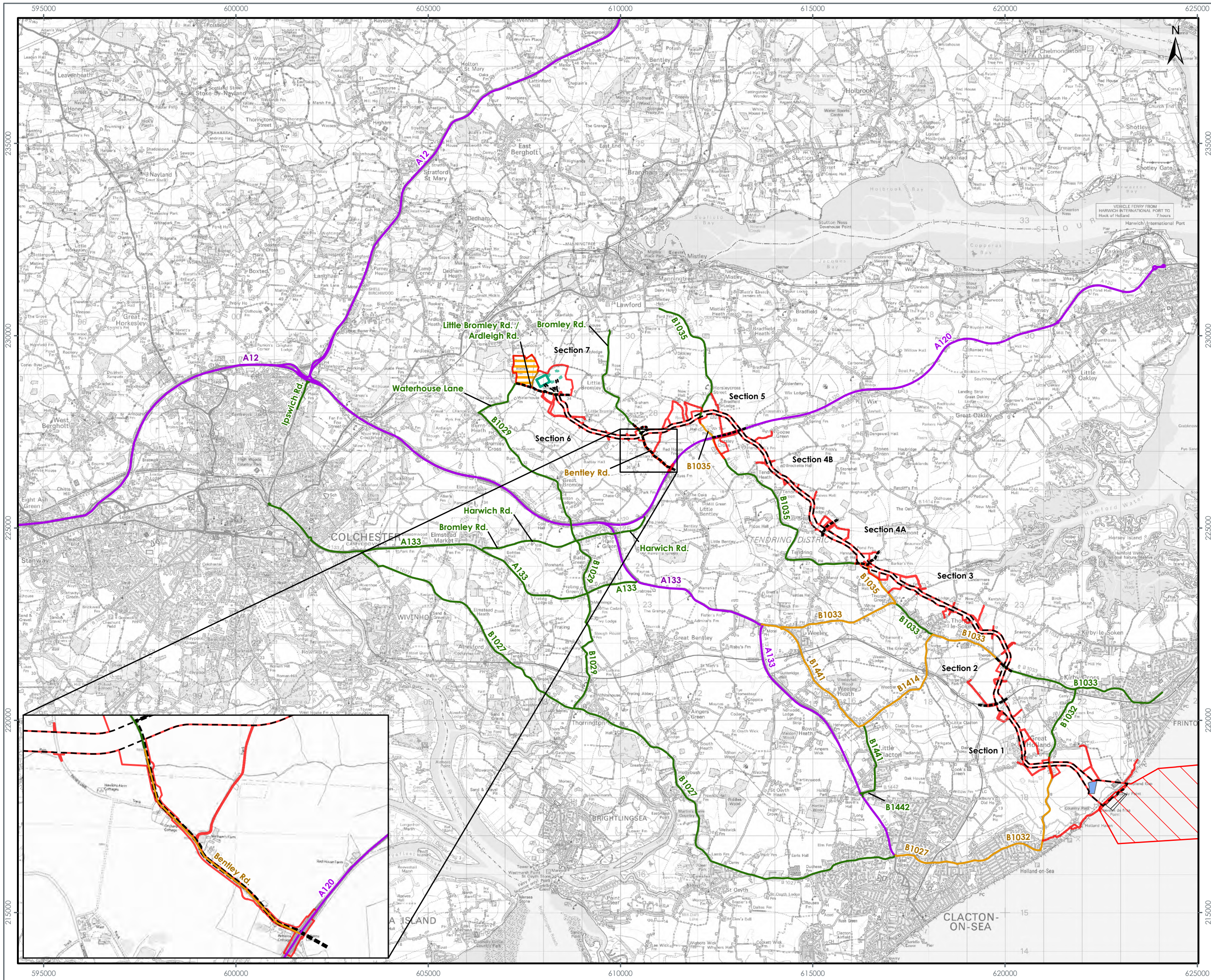
Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

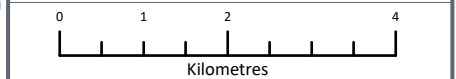
SLR Project No.: 404.V05356.00010

19 March 2024





- LEGEND**
- Onshore Order Limits
 - Offshore Order Limits
 - Onshore Export Cable Corridor Section Division
 - Onshore Export Cable Corridor
 - Substation Operational Boundary
 - North Falls Indicative Substation Operational Boundary
 - Landfall Compound Zone
 - Landfall Exit Pit Sheet Piling Zone
 - National Grid EACN Substation Zone
 - Construction Access Route
 - Core Access Route
 - Indicative Local Access Route Car/LGV Only (Assessed Route in the Study Area)
 - Local Access Route to Temporary Construction Compound - All Vehicles



Data Source: © Crown copyright and database right Ordnance Survey data. All rights reserved. 2023. License number 0100031673.

PROJECT TITLE: FIVE ESTUARIES OFFSHORE WINDFARM

DRAWING TITLE: CONSTRUCTION ACCESS ROUTES

VER	DATE	REMARKS	Drawn	Checked
1	07/03/2024	ES Submission	DB	JRS

DRAWING NUMBER: 8.2

SCALE:	PLOT SIZE:	DATUM:	PROJECTION:
1:90,000	A3	OSGB 1936	British National Grid



Appendix I Daylight Hours Assessment

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024



Month	First light		Last light		Workforce Arrivals	Workforce Departures
	Latest	Earliest	Earliest	Latest		
January	07:22	06:59	16:35	17:18	Before 07:00 for the majority of the month, some greater than 20% in the early part of 07:00 to 08:00	16:00 to 17:00 for half the month, 17:00 to 18:00 for half the month
February	06:58	06:09	17:19	18:06	Before 07:00	17:00 to 18:00 for half the month, 18:00 to 19:00 for half the month
March	06:07	05:58	18:08	20:01	Before 07:00	18:00 to 19:00 or 19:00 to 20:00
April	05:55	04:49	20:02	20:56	Before 07:00	19:00 to 20:00
May	04:47	03:56	20:58	21:59	Before 07:00	19:00 to 20:00
June	03:55	03:52	21:51	22:06	Before 07:00	19:00 to 20:00
July	04:35	03:52	21:28	22:06	Before 07:00	19:00 to 20:00
August	05:30	04:37	20:20	21:26	Before 07:00	19:00 to 20:00
September	06:21	05:32	19:09	20:18	Before 07:00	18:00 to 19:00 or 19:00 to 20:00
October	06:23	06:13	17:05	20:07	Before 07:00	18:00 to 1900 apart from a few days 17:00 to 18:00 when the clocks have gone back
November	06:59	06:14	16:28	17:03	Before 07:00	16:00 to 17:00 for half the month, 17:00 to 18:00 for half the month
December	07:22	07:01	16:34	16:27	Before 07:00 for the majority of the month, some greater than 20% in the early part of 07:00 to 08:00	16:00 to 17:00

Appendix J PIA Data (Local Highway Network)

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024



Date	police_ref	easting	northing	severity	Road_cond	Visibility	casualties	Manoeuvre	Time	acc_desc
04/07/2015	I19760715	612949	222803	3	1. Dry	1. Daylight	1	0. No turn	11:50:00	SLOW MOVING TRAFFIC TOWARDS WEELEY ROUNDABOUT. V2 DRIVER > CLACTON IS HIT UP THE REAR BY V1. DRIVER OF V1 RECEIVES MINOR HAND INJURY.
09/07/2015	I20090715	613478	226358	2	1. Dry	1. Daylight	3	0. No turn	14:10:00	V1 TRAVELLING SOUTH EAST. V2 TRAVELLING NORTH WEST. V1 VEERES ONTO OPPOSING CARRIAGEWAY COLLIDING WITH V2 - HEAD ON.
10/07/2015	I23470715	614694	222412	3	1. Dry	1. Daylight	1	2. Right turn	19:51:00	V2 WAS TRAVELLING ON THORPE ROAD FROM CROW LANE TOWARDS THE A133 AND V1 WAS TRAVELLING ON THE STREET FROM THE STREET TOWARDS THORPE ROAD. V1 PULLED OUT ON TO THORPE ROAD TURNING RIGHT TOWARDS CROW LANE AND HAS COLLIDED WITH THE NEAR SIDE OF V2 CAUSIN
11/07/2015	I20690715	612953	222795	3	1. Dry	1. Daylight	2	0. No turn	11:45:00	V1 PULLS OUT OF SHAIR LANE INTO PATH OF V2 WHICH WAS WEST BOUND AND HAD RIGHT OF WAY.
23/07/2015	I26110715	619953	216667	3	1. Dry	1. Daylight	1	2. Right turn	18:37:00	BOTH VEHICLES WERE TRAVELLING ALONG FRINTON ROAD AWAY FROM CLACTON. V1 WAS TRAVELLING SLIGHTLY BELOW SPEED LIMIT (BOTH DRIVERS CONFRIM). V2 HAS INDICATED AND PULLED OUT TO OVERTAKE V1 AS V1 INDICATED TO PULL INTO YORK ROAD. V1 HAS TURNED INTO OPPO
25/07/2015	I22510715	619979	216676	3	1. Dry	1. Daylight	1	2. Right turn	11:15:00	PEDESTRIAN WAS CROSSING THE ROAD WHEN V1 DROVE OFF NEARBY DRIVE TO THE COMMUNITY HALL AND STRUCK PEDESTRIAN. BOTH PARTIES STOPPED AND EXCHANGED DETAILS BUT PEDESTRIAN HAS SLIGHT INJURIES FOR WHICH HE HAS ATTENDED CLACTON HOSPITAL WHERE HE WAS ADVISED
01/08/2015	I24230815	617974	216293	3	1. Dry	1. Daylight	1	2. Right turn	17:30:00	V2 TRAVELLING DOWN VALLEY ROAD. V1 COMING DOWN BURRS ROAD TOWARDS VALLEY ROAD AND COLLIDES WITH V2 ON THE ROUNDABOUT. V1 DRIVES OFF TOWARDS THE SHIP PUBLIC HOUSE.
09/08/2015	I25080815	610318	223738	3	1. Dry	1. Daylight	1	0. No turn	16:00:00	V1 TRAVELLING TOWARDS FRATING ROUNDABOUT, SUDDENLY VERES TO THE LEFT, ACROSS VERGE AND INTO DEEP DRAINAGE DITCH.
18/08/2015	I25550815	614363	224182	3	2. Wet/Damp	1. Daylight	1	2. Right turn	17:15:00	V2 WAS TRAVELLING FROM SCHOOL ROAD. ROUNDED SHARP RIGHT HAND BEND INTO THE STREET AND INDICATED TO TURNLEFT INTO VILLAGE HALL CAR PARK. V1 HAS HIT REAR OF V2 AND DRIVEN OFF.
27/08/2015	I27750815	617970	216296	3	1. Dry	1. Daylight	1	2. Right turn	12:43:00	V2 EXITING ROUNDABOUT AT BURRS ROAD. WHEN V1 COMES ONTO THE ROUNDABOUT AND THEY COLLIDE.
29/08/2015	I26820815	615080	220197	1	1. Dry	6. Darkness: no street lighting	1	0. No turn	05:00:00	V1 AND V2 BOTH TRAVELLING IN THE GENERAL DIRECTION OF WEELEY TO CLACTON. V1 HAS COLLIDED WITH THE REAR OF V2.
11/09/2015	I28500915	617596	216734	3	1. Dry	1. Daylight	1	0. No turn	13:00:00	V1 WAS TRAVELLING NORTH WHEN IT COLLIDED WITH A PEDESTRIAN WHO WAS STEPPING ON THE KERB.
15/09/2015	I28680915	617602	216612	2	2. Wet/Damp	4. Darkness: street lights present and	1	0. No turn	23:45:00	V1 CAME OUT OF RAVENSDALE AND TURNED LEFT INTO NORTH ROAD, ACCELERATED AND LOST CONTROL AND HIT FRONT WALL OF 27 NORTH ROAD, CLACTON, SMASHING WALL THROWING BRICKS INTO V2 WHICH WAS PARKED ON DRIVEWAY.
21/09/2015	I32980915	612994	226435	2	2. Wet/Damp	1. Daylight	2	0. No turn	17:30:00	V1 TRAVELLING TOWARDS TENDRING, V2 TRAVELLING AWAY FROM TENDRING. V1 TOUCHED HIS BRAKES AS HE APPROACHED A LEFT HAND BEND. THE VAN FISHTAILED AND HE LOST CONTROL CRASHING HEAD ON INTO V2.
21/09/2015	I29640915	617598	216789	3	1. Dry	1. Daylight	1	2. Right turn	09:40:00	V2 WAS TRAVELLING ON NORTH ROAD IN THE GENERAL DIRECTION OF OF ST JOHNS ROAD. V1 WAS TRAVELLING ON NORTH ROAD INTENDING TO TURN RIGHT INTO THE JUNCTION OF THORPE ROAD. V2 NEGOTIATED SHARP RIGHT BEND AND ON LEAVING THE CORNER WAS STRUCK BY V1 WHO CR
30/09/2015	I31220915	617162	216497	3	1. Dry	1. Daylight	1	0. No turn	15:00:00	V2 WAS STATIONARY WAITING AT THE ROUNDABOUT WHEN V1 COLLIDED WITH IT.
07/10/2015	I31651015	617189	216767	3	1. Dry	4. Darkness: street lights present and	1	0. No turn	06:50:00	C 1 WAS ON A PUSHBIKE HEADING OUT OF TOWN, V1 HAS PULLED OUT OF A SIDE TURNING AND COLLIDED WITH HIM.
09/10/2015	I34621015	620518	216551	3	1. Dry	1. Daylight	1	0. No turn	17:20:00	V2 WAS DRIVING DOWN EDISON ROAD(FERNWOOD AVENUE) IN THE GENERAL DIRECTION OF FRINTON ROAD. V1 WAS DRIVING ALONG HEREFORD ROAD IN THE GENERAL DIRECTION OF ?? AND FAILED TO STOP AT THE GIVE WAY WITH EDISON ROAD AND HIT O/S OF V2, CAUSING IT TO SPIN O
12/10/2015	I32251015	611260	223430	3	1. Dry	1. Daylight	1	2. Right turn	12:58:00	VEHICLE 1 TURNING RIGHT OUT OF HECKFORDS ROAD ONTO A133, DIRECTLY INTO PATH OF VEHICLE 2 WHICH WAS TRAVELLING A133 TOWARDS COLCHESTER.
21/10/2015	I33191015	617187	216460	3	2. Wet/Damp	4. Darkness: street lights present and	1	0. No turn	06:41:00	VEHICLE 2 (V2) NEGOTIATING ROUNDABOUT IS STRUCK BY VEHICLE 1 (V1), WHO IS ENTERING ROUNDABOUT IN WESTERLY DIRECTION FROM ST JOHNS ROAD.

04/11/2015	1531466	614192	222371	3	2. Wet/Damp	1. Daylight		1	0. No turn	07:45:00	SINGLE MOTORCYCLE ENTERED ROUNDABOUT AND REAR WHEEL LOST TRACTION. RIDER FELL FROM HIS MACHINE
04/11/2015	1531465	619790	221633	3	2. Wet/Damp	1. Daylight		2	0. No turn	09:20:00	VEHICLE ONE TRAVELLING ALONG B1033 TOWARDS WALTON AND TURNING LEFT INTO SNEATING HALL LANE. VEHICLE TWO TRAVELLING ALONG SNEATING HALL LANE TOWARDS JUNCTION WITH B1033. VEHICLE ONE HAS FAILED TO GIVE WAY AND COLLIDED WITH OFFSIDE OF VEHICLE TWO. VEHI
05/11/2015	1531485	616893	217192	3	2. Wet/Damp	7. Darkness: street lighting unknown		1	0. No turn	02:12:00	VICTIM WAS DRIVING DOWN THE A133 CLACTON BOUND APPROACHED THE ROUNDABOUT AT BROOK RETAIL PARK INSTEAD OF GOING AROUND THE ROUNDABOUT THE VEHICLE HAS COLLIDED WITH THE ROUNDABOUT TAKING ROAD SIGNS OUT THE VEHICLE HAS THEN CARRIED ON OVERTURNED AND ENDED
07/11/2015	1531655	618316	216301	3	2. Wet/Damp	1. Daylight		2	0. No turn	12:00:00	VEHICLE 2 WAS STOPPED BEHIND TWO VEHICLES THE FIRST OF WHICH WAS WAITING TO TURN RIGHT INTO GREENACRES, VEHICLE 1 HAS NOT STOPPED AND COLLIDED WITH REAR OF VEHICLE 2. DRIVER STOPPED AND EXCHANGED DETAILS.
11/11/2015	1532875	609647	225079	3	1. Dry	1. Daylight		1	0. No turn	09:05:00	VEHICLE 2 TRAVELLING IN LANE 2 OF 2 ON A133 SLIP ROAD TO A120 TOWARDS COLCHESTER. VEHICLE 1 TRAVELLING LANE 1 OF 2 ON A133 SLIP ROAD TO A120 ALSO TOWARD COLCHESTER. VEHICLE 1 MOVES LANE 1 TO LANE 2 IN FRONT OF VEHICLE 2. VEHICLE 2 STEERS TO THE RI
23/11/2015	1532890	614864	220303	2	2. Wet/Damp	6. Darkness: no street lighting		2	0. No turn	00:10:00	VEH 1 TRAVELLING AWAY FROM CLACTON VEH 2 TRAVELLING TOWARDS CLACTON AS WAS VEH 3. VEH 1 HAS CROSSED CENTRE WHITE COLLIDING WITH FRONT OFFSIDE OF VEH 2, VEH 2 HAS LEFT CARRIAGEWAY TO NEARSIDE VEH 1 HAS CONTINUED ON ONCOMING CARRIAGEWAY FOR ANOTHER 100
23/11/2015	1532938	615229	220079	3	4. Frost/Ice	1. Daylight		1	0. No turn	07:50:00	VEHICLE 1 AND VEHICLE 2 WERE TRAVELLING ALONG THE A133 FROM WEELEY TOWARDS CLACTON. THE SUN WAS VERY LOW AND VERY BRIGHT, VISIBILITY WAS VERY DIFFICULT- COUPLED WITH A SHARP FROST WHICH WAS REFLECTING IN THE SUN. VEHICLE 2 RODE IN TO THE BACK NEAR SI
27/11/2015	1533721	609902	224719	3	1. Dry	6. Darkness: no street lighting		3	0. No turn	16:35:00	VEHICLE 2 AND VEHICLE 3 TRAVELLING IN CONVOY AND TRAFFIC AHEAD STARTS TO SLOW DOWN. VEHICLE FAILS TO REALISE THIS AND DRIVES INTO THE REAR OF VEHICLE TWO, PUSHING IT INTO THE REAR OF VEHICLE 3.
16/12/2015	1535768	610886	223487	2	1. Dry	1. Daylight		2	2. Right turn	13:37:00	VEHICLE 2 TRAVELLING ON A133 IN THE GENERAL DIRECTION OF CLACTON. VEHICLE 1 WAITING TO PULL OUT ONTO A133 FROM RAVENS GREEN TO TURN RIGHT, VEHICLE 1 EDGES OUT TO INCREASE VIEW ON MAIN ROAD BUT IN DOING SO THEN PULLS OUT STRAIGHT INTO PATH OF VEHICLE
29/12/2015	1536948	616172	219840	2	1. Dry	1. Daylight		1	0. No turn	13:10:00	VEHICLE ONE HAS PULLED OUT OF BATEMANS LANE ONTO WEELEY ROAD INTO THE PATH OF A PEDAL CYCLIST WHO WAS CORRECTLY PROCEEDING ALONG WEELEY ROAD.
06/01/2016	1637535	617232	216852	3	2. Wet/Damp	1. Daylight		1	2. Right turn	08:20:00	VEH 1 WAITING TO TURN RIGHT INTO MINOR ROAD, VEH 2 STRUCK STATIC VEH 1 FROM BEHIND.
17/01/2016	1639832	615900	218918	3	1. Dry	4. Darkness: street lights present and		1	0. No turn	20:40:00	VEHICLE 001 WAS TRAVELLING TOWARDS CLACTON WHEN IT MADE AN OVERTAKE. VEHICLE 001 STRUCK VEHICLE 002 WHICH WAS ON-COMING.
22/01/2016	1641679	616554	220043	2	2. Wet/Damp	1. Daylight		2	0. No turn	11:05:00	VEHICLE 2 WAS STATIONARY ON THE NEARSIDE FACING WEST TOWARDS WEELEY ROAD. VEHICLE 1 WAS TRAVELLING IN THE SAME DIRECTION, WAS DISTRACTED BY EVENTS IN HIS VEHICLE, CAUSING HIM TO COLLIDE WITH VEHICLE 2.
20/02/2016	1646027	615126	220164	1	1. Dry	1. Daylight		6	0. No turn	07:45:00	VEHICLE 1 DRIVING TOWARDS MACDONALDS. VEHICLES 2 AND 3 DRIVING TOWARDS CLACTON. VEHICLE 1 CROSSES WHITE LINE AND COLLIDES WITH VEHICLE 2. VEHICLE 3 THEN COLLIDES WITH VEHICLE 2. DRIVER OF VEHICLE 1, IS ARRESTED FOR CAUSING DEATH BY DANGEROUS DRIVI
23/02/2016	1646360	613693	222457	3	2. Wet/Damp	1. Daylight		1	0. No turn	06:07:00	VEHICLE ONE HAD JUST JOINED THE ROUNDABOUT FROM THE B1033. THE WHEEL OF MOTORBIKE HAS SKIDDED OUT FROM UNDERNEATH AND HAS COME OFF BIKE. MINOR INJURIES OF SOFT TISSUE DAMAGE CAUSED. NO OTHER VEHICLES INVOLVED.
24/02/2016	1649027	618779	216272	3	1. Dry	1. Daylight		1	0. No turn	11:00:00	VEHICLE TWO HAD STOPPED AT A JUNCTION. VEHICLE ONE FAILED TO NOTICE THIS AND DROVE INTO THE REAR OF STATIONARY VEHICLE TWO AT LOW SPEED CAUSING DAMAGE TO BOTH VEHICLES. THE DRIVER OF VEHICLE TWO COMPLAINED OF NECK/BACK PAIN & WAS TAKEN TO COLCHES
25/02/2016	1647212	618793	216115	3	1. Dry	1. Daylight		1	0. No turn	07:50:00	V1 HAS STRUCK THE DRIVERS HAND WHEN HE PUT IT OUT OF THE WINDOW OF V2 WHILST STATIONARY AND SMOKING

28/02/2016	1648723	616315	219879	2	1. Dry	1. Daylight		1	1. Left turn	17:40:00	PEDESTRIAN WAS WAITING TO CROSS THE ROAD ON THE B1414 HARWICH ROAD, LITTLE CLACTON. PEDESTRIAN HAS SEEN VEHICLE ONE TRAVELLING B1441 WEELEY ROAD TOWARDS THE STREET AND BELIEVED IT TO BE HEADING STRAIGHT ON SO HAS STARTED TO CROSS THE ROAD. VEHICLE ONE
17/03/2016	1652415	614157	222417	3	1. Dry	1. Daylight		2	0. No turn	12:39:00	VEH'S 1 AND 2 ON COLCHESTER ROAD TRAVELLING IN GENERAL DIRECTION OF THORPE LE SOKEN, VEH 1 DIRECTLY BEHIND VEH 2. VEH 2 APPROACHING THE ROUNDABOUT SLOWS AND STOPS FOR TRAFFIC ON THE ROUNDABOUT, VEH 1 FAILS TO STOP IN TIME AND COLLIDES INTO REAR OF VEH 2
28/03/2016	1653584	615930	218848	1	1. Dry	1. Daylight		3	0. No turn	17:01:00	VEHICLE 1 TRAVELLING ALONG A133 HEADING IN GENERAL DIRECTION OF CLACTON TOWN CENTRE, VEHICLE 2 TRAVELLING ON THE A133 IN THE OPPOSITE DIRECTION. FOR REASONS UNKNOWN VEHICLE 1 HAS DRIFTED INTO THE OPPOSITE CARRIAGEWAY AND COLLIDED HEAD ON INTO VEHICLE 2.
15/04/2016	1658682	612754	226701	3	2. Wet/Damp	1. Daylight		1	0. No turn	18:57:00	VEHICLE TWO WAS TRAVELLING ALONG B1035 TOWARDS TENDRING GREEN WHEN AN UNKNOWN VEHICLE (VEHICLE ONE) TRAVELLING IN THE OPPOSITE DIRECTION CAUSED VEHICLE TWO TO SWERVE. VEHICLE TWO THEN LEFT THE CARRIAGEWAY TO THE NEAR SIDE AND ENDED IN A DITCH.
27/04/2016	1661898	610626	223540	3	2. Wet/Damp	1. Daylight		1	0. No turn	06:55:00	VEHICLES ONE, TWO THREE AND FOUR ALL TRAVELLING TOWARDS COLCHESTER. VEHICLE TWO THREE AND FOUR STOP. VEHICLE ONE FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEHICLE TWO WHICH IN TURN COLLIDES WITH VEHICLE THREE WHICH IN TURN COLLIDES WITH VEHICLE
14/05/2016	1666421	617821	220872	3	1. Dry	7. Darkness: street lighting unknown		1	0. No turn	23:45:00	POLICE FOUND VAN IN A DITCH. SUBSTANTIAL FRONT END DAMAGE. NO PERSONS INSIDE, VEHICLE SECURE AT THIS TIME WITH COLD ENGINE INDICATING HISTORIC INCIDENT. NEARBY HOUSE OWNER CONFIRMED VEHICLE HAD BEEN THERE SINCE 2300 HRS ON 14/05/2016. DRIVER LATER
19/05/2016	1667883	613151	222715	3	2. Wet/Damp	1. Daylight		1	0. No turn	07:18:00	BOTH VEHICLES TRAVELLING ON A133 IN GENERAL DIRECTION OF COLCHESTER. VEHICLE 2 SLOWS AND STOPS FOR STOPPING VEHICLES AHEAD, VEHICLE 1 FAILS TO BRAKE IN TIME AND COLLIDES INTO REAR OF VEHICLE 2.
05/06/2016	1672322	617045	220427	2	1. Dry	1. Daylight		1	2. Right turn	16:40:00	VEHICLE 1, 2 AND VEHICLE 3 WERE TRAVELLING IN THE SAME DIRECTION, IN THE GENERAL DIRECTION OF WEELEY ROAD. VEHICLE 2 SLOWED AND INDICATED TO TURN RIGHT, INTO A DRIVEWAY, AS VEHICLE 1 BEGAN TO OVERTAKE VEHICLE 3. VEHICLE 1 THEN CRASHED INTO THE SIDE OF V
07/06/2016	1673563	610865	223492	3	1. Dry	1. Daylight		1	0. No turn	17:50:00	CONCERTINA ROAD TRAFFIC COLLISION. VEHICLE ONE COLLIDED INTO THE REAR OF VEHICLE TWO WHO WAS THEN PUSHED INTO THE REAR OF VEHICLE THREE. VEHICLE THREE WAS THEN PUSHED INTO THE REAR OF VEHICLE FOUR. MINOR INJURY SUSTAINED TO DRIVER OF VEHICLE TWO.
12/06/2016	1675220	614355	220670	1	1. Dry	1. Daylight		1	0. No turn	18:00:00	THE PEDAL CYCLIST WAS RIDING ALONG THE A133 TOWARDS CLACTON, FOR REASONS UNKNOWN HE APPEARS TO HAVE BECOME UNSTEADY RESULTING IN HIM MOVING FURTHER OUT INTO THE CARRIAGEWAY. HE WAS THEN STRUCK BY A FORD TRANSIT VAN ALSO TRAVELLING TOWARDS CLACTON RESULT
29/06/2016	1680863	610600	227265	3	1. Dry	1. Daylight		1	0. No turn	14:30:00	INEXPERIENCED MOTORCYCLIST WAS TRAVELLING ALONG A COUNTRY ROAD. WHEN THE MOTORCYCLIST BROKE PROTECTION OF TREE LINE TO OPEN FIELD, STRONG WIND CAUSED THE MOTORCYCLIST TO TANK SLAP AND DROP THE BIKE ONTO THE ROAD. THE MOTORCYCLIST WAS NOT WEARING SUITABLE
30/06/2016	1681080	612050	227799	1	2. Wet/Damp	1. Daylight		2	0. No turn	07:30:00	VEHICLE 1 TRAVELLING ON THE B1035 CLACTON ROAD, HORSLEY CROSS, DRIVING IN THE DIRECTION OF MANNINGTREE. VEHICLE 1 DROVE ROUND A RIGHT HAND BEND AND FOR REASON UNKNOWN LOST CONTROL AND COLLIDED WITH VEHICLE 2 TRAVELLING IN THE OPPOSITE DIRECTION. DRIVER
01/07/2016	1681728	610559	223554	3	1. Dry	1. Daylight		2	0. No turn	16:59:00	VEHICLE 2 HAS PULLED TO NEAR SIDE AND SLOWED SHARPLY TO ALLOW AN ONCOMING EMERGENCY AMBULANCE TO GET THROUGH ON BLUE LIGHTS, VEHICLE 1 HAS GONE INTO REAR OF VEHICLE 2 AT LOW SPEED.
05/07/2016	1683649	617018	216662	3	1. Dry	1. Daylight		2	0. No turn	08:30:00	VEHICLE ONE COLLIDED INTO THE REAR OF VEHICLE TWO WHILST IN SLOW MOVING TRAFFIC.

28/07/2016	1690240	616340	219893	3	1. Dry	1. Daylight		1	0. No turn	15:15:00	INFORMANT DRIVING ALONG LOCATION AND AS HE WAS APPROACHING THE JUNCTION TO THE STREET, THERE WERE 2 CARS PARKED ON THE OPPOSITE SIDE, MAKING THE ROAD A LITTLE NARROW TO SQUEEZE THROUGH. A BLACK VEHICLE (INDEX UNKNOWN) TRAVELLING IN THE OPPOSITE DIRECTIO
30/07/2016	1690506	613797	222470	2	1. Dry	1. Daylight		1	0. No turn	10:45:00	VEH 1 AND 2 TRAVELLING ALONG COLCHESTER ROAD WEELEY FROM THORPE TOWARDS WEELEY ROUNDABOUT. VEH 1 FILTERING WHEN IT COLLIDES WITH VEH 2. VEH 2 DOES NOT STOP.
31/07/2016	1690558	619950	216669	3	1. Dry	1. Daylight		2	0. No turn	19:15:00	VEHICLE ONE INDEX XX BEING DRIVEN BY XX HAS DRIVEN INTO THE BACK OF VEHICLE TWO INDEX XX AFTER VEHICLE TWO STOPPED AT THE ZEBRA CROSSING TO LET A PEDESTRIAN CROSS BOTH DRIVERS HAVE MINOR INJURIES - BACK PAIN AND NECK PAIN - THE SYSTEM WILL NOT
07/08/2016	1692897	609363	225146	1	1. Dry	6. Darkness: no street lighting		3	0. No turn	01:23:00	VEH2 TRAVELLING ON DUAL CARRIAGEWAY SECTION OF A120 TOWARDS HARWICH, VEH1 TRAVELLING IN OPPOSITE DIRECTION ON WRONG TRACK, COLLIDED HEAD ON WITH VEH2. VEH2 DRIVER PRONOUNCED DEAD AT SCENE. VEH2 PASSENGER AND VEH1 DRIVER SERIOUSLY INJURED.
10/08/2016	1694183	612245	228952	2	1. Dry	1. Daylight		2	0. No turn	19:10:00	VEHICLE ONE WAS TRAVELLING ALONG CLACTON ROAD, HEADING TOWARDS THE CROSSWAYS. VEHICLE ONE HAD A PILLION PASSENGER. AS VEHICLE ONE HAS ATTEMPTED TO MANOEUVRE A SLIGHT BEND ALONG THE ROAD, RIDER HAS HIT THE GRAVEL AT THE SIDE CAUSING HIM TO LOSE CONTROL
15/08/2016	1695398	612263	227317	3	1. Dry	1. Daylight		1	0. No turn	16:43:00	VEHICLE 2 STOPPED ON APPROACH TO ROUNDABOUT AND WAS STRUCK FROM BEHIND BY VEHICLE 1 WHICH WAS FOLLOWING.
26/08/2016	16115382	613110	222734	3	1. Dry	1. Daylight		2	0. No turn	19:30:00	I WAS PASSING STATIONARY OR VERY SLOW MOVING TRAFFIC QUEUED ALONG THE A133 TOWARDS COLCHESTER TRAVELING AT APPROX. 25-30 MPH WHEN THE DRIVER OF V1 DECIDED TO DO A U TURN OUT OF THE TRAFFIC. I HIT THE CAR IN THE MIDDLE OF THE FRONT AND REAR DOORS CAUS
01/09/2016	16101918	610415	223650	3	1. Dry	1. Daylight		1	0. No turn	14:38:00	VEH 2 SLOWING FOR ROUNDABOUT ON APPROACH TO A133. VEH 1 FAILS TO SLOW AND STRIKES REAR OF VEH2
03/09/2016	16101590	612784	226629	2	2. Wet/Damp	6. Darkness: no street lighting		2	0. No turn	22:00:00	VEHICLE ONE TRAVELLING SOUTH ON B1035 MISTLEY ROAD IN GENERAL DIRECTION OF TENDRING GREEN. FOR REASONS UNKNOWN THE DRIVER HAS LOST CONTROL AND LEFT THE ROAD TO THE NEAR SIDE. THE VEHICLE HAS ROLLED ONTO ITS ROOF AND THEN ONTO ALL FOUR WHEELS.
24/09/2016	16109044	613880	221153	3	1. Dry	6. Darkness: no street lighting		2	0. No turn	22:53:00	VEHICLES 2,3,4 ARE ALL TRAVELLING FROM CLACTON TOWARDS WEELEY. VEHICLE 1 IS TRAVELLING FROM WEELEY TOWARDS CLACTON. VEHICLE 1 FOR REASONS UNKNOWN CROSSES CENTRE WHITE LINE AND COLLIDES WITH VEHICLE 2, THEN CONTINUES AND COLLIDES WITH VEHICLE 3 AND FINA
30/09/2016	16121987	617898	216291	3	1. Dry	1. Daylight		2	0. No turn	07:40:00	VEH 2 WAS NEGOTIATING THE ROUNDABOUT WHEN VEH 1 HAS ENTERED THE ROUNDABOUT CAUSING VEH 2 TO PERFORM AN EMERGENCY STOP , RESULTING IN MINOR INJURIES TO DRIVER AND PASSENGER.
03/10/2016	16116630	617646	216407	3	1. Dry	1. Daylight		1	0. No turn	16:30:00	I WAS RIDING MY BIKE DOWNHILL ON OLD ROAD. I WAS COMING UP TO THE DRIVE WAY OF THE FLATS TO THE RIGHT, I WAS 10 FEET BEFORE THE DRIVE WAY WHEN THE CAR PULLED OUT ON ME. I DID NOT HAVE TIME TO STOP AND I CRASHED INTO THE FRONT LEFT SIDE OF THE CAR, MAKIN
08/10/2016	16113834	609484	225129	3	2. Wet/Damp	1. Daylight		2	0. No turn	10:34:00	V1 HAS BEEN JOINING THE A120 FROM THE A133 TOWARDS COLCHESTER, V1 GONE TO MOVE TO LANE 2 OF 2, FROM THE SLIP ROAD, BUT NOTICED AN UNKNOWN 4X4 VEHICLE IN LANE 2 AT THE LAST MINUTE. V1 HAS SWERVED TO THE NEAR SIDE AND LOST CONTROL HITTING THE OFFSIDE CRAS
11/10/2016	16114343	617471	216504	3	2. Wet/Damp	5. Darkness: street lights present but		1	0. No turn	01:05:00	VEHICLE 2 HEADING WEST ON ST JOHNS ROAD TOWARDS ST OSYTHS, ESSEX. VEHICLE 1 HEADING EAST ON ST JOHNS ROAD TOWARDS CLACTON, ESSEX. VEHICLE 2 HAS SEEN VEHICLE 1 CROSS ACROSS THE ROAD INTO THEIR LANE AT SPEED. VEHICLE1 HAS THEN COLLIDED HEAD ON WITH VEHICL
29/10/2016	16121299	613642	222429	3	1. Dry	1. Daylight		1	0. No turn	12:00:00	I WAS DRIVING ALONG THE A133 AT WEELEY ROUNDABOUT I WAS IN THE RIGHT HAND LANE TURNING LEFT ONTO COLCHESTER ROAD WHEN A VEHICLE WHICH WAS IN LANE ONE CUT ACROSS ME AND I WENT STRAIGHT INTO THE SIDE OF HIM.

30/10/2016	16121588	617343	216776	1	1. Dry	1. Daylight		1	0. No turn	12:35:00	APPARENTLY VEHICLE 1 WAS TRAVELLING NORTH ALONG HIGH VIEW AVENUE, CLACTON ON SEA HEADING TOWARDS NORTH ROAD. VEHICLE 2 IS PARKED UNATTENDED IN THE ROAD OF HIGH VIEW AVENUE BY THE EAST KERB FACING SOUTH. FOR UNKNOWN REASONS AT THIS STAGE THE RIDER OF V
16/11/2016	16126940	617683	216417	3	2. Wet/Damp	1. Daylight		2	2. Right turn	08:35:00	VEHICLE 2 WAS STATIONARY, INDICATING RIGHT WAITING TO TURN INTO A CAR PARK, VEHICLE 1 HAS STRUCK THE REAR OF VEHICLE 1 AS THE DRIVER WAS DAZZLED BY LOW SUN AND GLARE OFF THE WET ROAD.
29/12/2016	16140915	616309	219905	2	2. Wet/Damp	4. Darkness: street lights present and		1	0. No turn	19:37:00	FOLLOWING REPORT OF AN ANPR HIT ON A REPORTED STOLEN VEHICLE (INC 852 / 29TH) COMING INTO CLACTON ON THE A133 POLICE OFFICERS ATTENDED THE AREA. THE VEHICLE WAS LOCATED AND OFFICERS INDICATED FOR THE VEHICLE TO STOP IN MARKED POLICE VEHICLES. THE VEHICL
03/01/2017	17141649	618029	216472	2	2. Wet/Damp	1. Daylight		1	0. No turn	10:30:00	VEHICLE TWO STATIONARY AWAITING TO OVERTAKE STATIONARY TRAFFIC, VEHICLE ONE LOSES CONTROL AND ON DROPPING THE MOTORBIKE, IT COLLIDES WITH THE REAR OF VEHICLE TWO
08/01/2017	17143137	617976	216294	3	1. Dry	4. Darkness: street lights present and		5	1. Left turn	17:58:00	VEHICLE TWO EXITING ROUNDABOUT JUNCTION WITH BURRS ROAD AND VALLEY ROAD, IS HIT BY VEHICLE ONE TRAVELLING ALONG VALLEY ROAD GENERAL DIRECTION OF HOLLAND ROAD
26/01/2017	17149452	620437	216796	3	1. Dry	1. Daylight		2	2. Right turn	08:50:00	VEH 1 TRAVELLING ALONG FRINTON ROAD GENERALLY TOWARDS CLACTON. VEH 2 TRAVELLING IN THE OPPOSITE DIRECTION. VEH 1 TURNS RIGHT ACROSS THE PATH OF VEH 2 AND BOTH COLLIDE.
04/02/2017	17152514	619459	216364	3	2. Wet/Damp	1. Daylight		1	0. No turn	09:15:00	VEH 1 IS REVERSING OFF OF THE PAVEMENT OUTSIDE TESCO EXPRESS WHEN PEDESTRIAN HAS WALKED PASSED THE V1 BEEN PUSHED GENTLY LOSING BALANCE AND FALLING TO THE ROAD
04/02/2017	17152497	616220	218070	3	1. Dry	1. Daylight		3	2. Right turn	16:08:00	V2 WAS STATIONARY AT THE ROUNDABOUT IN LANE 2 OF 2 WAITING WHILST V3 WAS ON THE ROUNDABOUT WHEN V1 APPROACHED THE ROUNDABOUT BEHIND V2. V1 FAILED TO NOTICE V2, SWERVED TO THE OFFSIDE OF V2 DAMAGING THE OFFSIDE. V2 CONTINUED ONTO THE ROUNDABOUT WHERE IT
15/02/2017	17155629	617904	216295	3	2. Wet/Damp	1. Daylight		1	0. No turn	13:30:00	AFTER STOPPING ON A CENTRAL RESERVATION, THE MOBILITY SCOOTER RIDER CAUGHT THE CONTROLS AND MOVED THE SCOOTER FORWARD IN TO THE ROAD CATCHING THE REAR TYRE OF THE LORRY. THIS CAUSED THE MOBILITY SCOOTER TO TIP OVER AND THE RIDER TO FALL OUT.
18/02/2017	17156393	614802	220330	2	1. Dry	1. Daylight		1	0. No turn	08:55:00	UNKNOWN, FROM WITNESS VEHICLE VEERED OFF OF THE ROAD FOR NO APPARENT REASON. DRIVER STATES THAT HE CANNOT RECALL WHAT HAPPENED.
18/02/2017	17157600	610849	226903	2	1. Dry	1. Daylight		1	0. No turn	07:01:00	V1 DRIVING ALONG BENTLEY ROAD, V1 HAS APPROACHED BEND IN ROAD, LOST CONTROL AND ENTERED FIELD
15/03/2017	17163897	619484	216279	3	1. Dry	1. Daylight		1	0. No turn	10:30:00	FORD KA TRAVELLING SOUTH ALONG PRESTON ROAD FAIL TO STOP AT THE GIVE WAY JUNCTION AND COLLIDED A RED VAUXHALL CORSA TRAVELLING EAST ALONG KINGS AVENUE. THIS CAUSED THE CORSA TO SPIN AND THE KA FAILED TO STOP AT THE SCENE, DRIVING OFF IN THE DIRECTION OF
19/03/2017	17194117	614164	222420	3	1. Dry	1. Daylight		1	0. No turn	09:37:00	I WAS CYCLING EASTBOUND ON THE B1033, APPROACHING THE ROUNDABOUT (50YDS AWAY). I WAS TRAVELING AT APPROXIMATELY 30 MILES AN HOUR, ON A FAST TIME TRIAL BICYCLE. V1 OVERTOOK ME, PASSING VERY CLOSE BY, WHILE SHE SHOULD HAVE WAITED FOR ME. SHE THEN STOPPE
22/03/2017	17165731	609752	225070	3	1. Dry	6. Darkness: no street lighting		3	1. Left turn	00:50:00	VEHICLE EXITING THE A120 ON SLIP ROAD, LEADING TO GREAT BROMLEY. AS TRAVELLING ALONG THE SLIP ROAD TOWARDS HARWICH ROAD, THE DRIVER HAS MIS- CALCULATED THE SHARPNESS OF THE BEND AND COME OFF THE ROAD, STRAIGHT AHEAD. VEHICLE HAS GONE ACROSS THE ROAD
24/03/2017	17166847	609760	224843	3	1. Dry	1. Daylight		1	0. No turn	06:40:00	THE INITIAL ACCOUNT GIVEN BY THE DRIVER OF THE VEHICLE IS THAT HE CAME ROUND A BEND AND THEN WAS FACED WITH AN ONCOMING VEHICLE WHICH HAD ENCROACHED ON HIS LANE, THIS CAUSED THE DRIVER OF VEHICLE 1 TO SWERVE LEFT AND THEN OVER CORRECT TO THE RIGHT IN
02/04/2017	17169324	619308	216346	3	1. Dry	1. Daylight		1	0. No turn	10:00:00	CYCLIST WAS TRAVELLING FROM HOLLAND ON SEA, TOWARDS CLACTON, WHEN HE GOT TO THE JUNCTION OF HILLSIDE CRESCENT AND TURPINS AVENUE HE SAW VEHICLE 1 STOPPED IN HILLSIDE CRESCENT, VEHICLE PULLED INTO HIS PATH TO GO INTO TURPINS AVENUE AND COLLIDED WITH THE

04/04/2017	17170106	617592	216786	3	1. Dry	1. Daylight		2	2. Right turn	14:43:00	V1 TURNING RIGHT INTO THORPE ROAD FROM NORTH ROAD WHEN PULLED ACROSS INTO THE PATH OF ONCOMING V2. MINOR INJURIES CAUSED TO BOTH DRIVERS
06/04/2017	17170961	613869	222467	2	1. Dry	1. Daylight		1	2. Right turn	18:20:00	VEHICLE 1 AND 2 TRAVELLING AWAY FROM THE ROUNDABOUT. AS VEHICLE 2 BEGINS TO PASS VEHICLE 1, RIDER OF VEHICLE 1 TURNS INTO THE PATHWAY OF VEHICLE 2. DRIVER OF VEHICLE 2 IS UNABLE TO AVOID, COLLIDING WITH VEHICLE 1. COLLISION CAUSES RIDER 1 TO FALL FROM V
09/04/2017	17196274	616224	218140	2	1. Dry	1. Daylight		1	0. No turn	18:30:00	MY HUSBAND WAS DRIVING THE VEHICLE, AND WE WERE ALREADY ON THE ROUNDABOUT (APPROACHING FROM WEELEY, ON THE WAY TO COLCHESTER). THE OTHER CAR PULLED OUT IN FRONT OF US, APPROACHING FROM THE BRIGHTLINGSEA/ST OSYTH TURNING. MY HUSBAND TRIED TO AVOID THE
11/04/2017	17172274	614211	222376	3	1. Dry	1. Daylight		3	0. No turn	10:55:00	VEHICLE ONE LOST CONTROL WHILST PROCEEDING ROUND A ROUNDABOUT AND COLLIDED INTO A STREET LIGHT.
16/05/2017	17182304	617945	221988	2	1. Dry	1. Daylight		1	0. No turn	14:45:00	VEHICLE TWO STATIONARY IN A LINE OF TRAFFIC AT TEMPORARY TRAFFIC LIGHTS ON STATION ROAD. VEHICLE THREE APPROACHES FROM THE OPPOSITE DIRECTION AS HIS TEMPORARY TRAFFIC LIGHT IS SIGNALLY GREEN. VEHICLE ONE PROCEEDS AROUND A BEND AND IS THEN FACED WITH THE
31/05/2017	17186686	613498	222574	2	1. Dry	1. Daylight		2	2. Right turn	19:55:00	V1 TURNING RIGHT INTO CROWN LANE WHEN FAILED TO SEE ONCOMING V2. V2 STRUCK NEARSIDE PASSENGER DOOR CAUSING HIM TO FLY OFF THE BIKE. SERIOUS INJURIES CAUSED TO BOTH RIDER AND DRIVER
20/06/2017	17196263	620064	216726	3	1. Dry	1. Daylight		1	0. No turn	18:00:00	RIDER OF MOPED WAS TRAVELLING ALONG NORMAN ROAD WHEN HE WENT TO SLOW DOWN AS HE WAS APPROACHING A MOTOR VEHICLE. DUE TO THE POOR STATE OF THAT ROAD SURFACE, IT SEEMS THAT THE MOPED HAS SLID FROM BENEATH THE RIDER, CAUSING THE MOPED TO TOPPLE AND THE
05/07/2017	17197527	620980	216873	3	1. Dry	1. Daylight		1	1. Left turn	12:17:00	VEHICLE 1 WAS TRAVELLING ALONG FRINTON ROAD TOWARDS GREAT HOLLAND AND WAS CONDUCTING AN OVERTAKE SO WAS ON THE OPPOSITE SIDE OF THE ROAD. THE OVERTAKE WAS CONDUCTED TOWARDS A JUNCTION ON THE OFFSIDE. VEHICLE 2 HAS PULLED OUT OF A JUNCTION AND NOTI
28/07/2017	17205243	615866	219001	3	1. Dry	1. Daylight		2	0. No turn	11:38:00	TRAFFIC WAS COMING TO A STOP WHERE VEHICLE 1 WAS LOOKING IN ANOTHER DIRECTION AND WENT STRAIGHT INTO THE BACK OF VEHICLE 2.
30/07/2017	17205802	609406	225205	3	1. Dry	1. Daylight		1	0. No turn	20:10:00	DRIVER SPENT THE AFTERNOON WITH HIS GIRLFRIEND IN A LOCAL PUB. WHILST DRIVING COMPANY VAN BACK TO CLACTON, HE WAS NEGOTIATING THE LONG SWEEPING BEND WHERE THE A120 JOINS THE A133. DRIVER HAS LEFT THE CARRIAGEWAY ON THE OFFSIDE INTO SMALL TREES AND S
06/08/2017	17207584	614688	222416	3	1. Dry	1. Daylight		1	0. No turn	17:00:00	VEHICLE 2 TRAVELLING ON THE B1033, COLCHESTER ROAD, WEELEY FROM THE GENERAL DIRECTION OF GT BENTLEY TOWARDS THORPE-LE-SOKEN. VEHICLE 1 TRAVELLING BEHIND VEHICLE 2 IN THE SAME DIRECTION. VEHICLE 2 SLOWED DOWN AND STOPPED DUE TO VEHICLE AHEAD TURNING
17/08/2017	17211621	617601	216588	2	1. Dry	1. Daylight		3	0. No turn	18:15:00	VEH 1 TRAVELLING ALONG NORTH ROAD, TOWARDS GENERAL DIRECTION OF ST JOHN ROAD, GREAT CLACTON, ESSEX. VEH 2 TRAVELLING ALONG NORTH ROAD IN OPPOSITE DIRECTION OF VEH 1. VEH 1 LOST CONTROL AND DROVE IN TO THE ONCOMING TRAFFIC COLLIDING WITH VEH 2, CAUS
28/08/2017	17214010	612052	223063	3	1. Dry	1. Daylight		1	0. No turn	13:03:00	THREE VEHICLE COLLISION, VEHICLE 3 HAS COME TO A STOP BECAUSE OF TRAFFIC AHEAD, VEHICLE 2 HAS STOPPED BEHIND VEHICLE 3. VEHICLE ONE HAS NOT STOPPED AND GONE INTO THE BACK OF VEHICLE 2 SHUNTING THAT INTO VEHICLE 3.
31/08/2017	17214991	611715	223380	3	1. Dry	1. Daylight		1	0. No turn	08:00:00	VEHICLES TRAVELLING TOWARDS COLCHESTER DIRECTION FROM WEELEY. SINGLE LANE IN EITHER DIRECTION DURING RUSH HOUR. TRAFFIC CAME TO A STANDSTILL OWING TO VEHICLES BEING ALLOWED TO TURN DOWN SIDE ROAD.V4 STOPPED AS DID V3 AND V2. V1 FAILED TO JUDGE THE SP
13/09/2017	17219295	614866	221407	3	1. Dry	1. Daylight		1	1. Left turn	17:30:00	VEHICLE TOW WAS TRAVELLING TOWARDS GUTTERIDGE HALL LANE BEHIND SLOW MOVING TRAFFIC INTENDING TO TURN ONTO DRIVEWAY TO THE NEARSIDE. VEHICLE ONE TRAVELLING TOWARDS GUTTERIDGE HALL LANE GOES TO PASS VEHICLE TWO ALONG ITS NEARSIDE AS VEHICLE TWO TURNS L

13/09/2017	17219306	614701	222413	3	1. Dry	1. Daylight		1	2. Right turn	13:00:00	VAN DRIVER PULLED OUT OF THE STREET WEELEY WHICH IS A T JUNCTION. BEFORE PULLING OUT HE LOOKED BOTH WAYS DIDN'T SEE ANY VEHICLE AS HE PULLED HE HIT THE BIKE WHICH HAD THE VICTIM ON CAUSING HIM TO FALL OFF HIS BIKE AND SUSTAIN MINOR INJURIES.
17/09/2017	17220579	615178	220117	2	1. Dry	1. Daylight		1	0. No turn	11:56:00	VEHICLE 2 (BICYCLE) TRAVELLING IN THE GENERAL DIRECTION OF WEELEY, VEHICLE 1 TRAVELLING IN THE SAME DIRECTION. IN ATTEMPTING TO OVERTAKE VEHICLE 2, VEHICLE 1 CLIPS VEHICLE 2 KNOCKING THE RIDER AND BICYCLE TO THE GROUND. VEHICLE 1 FAILS TO STOP AT THE
21/09/2017	17222000	613916	221102	2	1. Dry	6. Darkness: no street lighting		1	0. No turn	03:35:00	V1 TRAVELLING CLACTON TOWARDS WEELEY HAS STRUCK ONCOMING PEDESTRIAN WALKING IN ROAD.
16/10/2017	17280009	612954	222792	3	1. Dry	1. Daylight		1	0. No turn	13:09:00	THE DRIVER OF THE VEHICLE 1 HAS STATED THAT SHE WAS MANOEUVRING TO EXIT SHAIR LANE TO ENTER A133, AND THAT THE BUS THAT WAS COMING FROM HER RIGHT WAS INDICATING TO TURN DOWN SHAIR LANE - THEREFORE SHE BELIEVED SHE WAS IN THE CLEAR TO EXIT FROM THE JU
29/11/2017	17244332	620575	216734	3	1. Dry	4. Darkness: street lights present and		1	2. Right turn	16:20:00	VEHICLE 1 PROCEEDED ALONG FRINTON ROAD AND INDICATED TO TURN RIGHT INTO BRIGHTON ROAD. DRIVER OF VEHICLE BELIEVES SHE OVER STEERED AND CONSEQUENTLY COLLIDED INTO A POST BOX. MINOR INJURIES SUSTAINED. DAMAGE ONLY TO THE VEHICLE.
02/12/2017	17245206	613486	222561	3	1. Dry	4. Darkness: street lights present and		2	0. No turn	17:00:00	VEHICLE 2 AT NEARSIDE ON A133, COLCHESTER ROAD, WEELEY IN THE DIRECTION OF COLCHESTER. VEHICLE 1 IN LANE 1 OR 2 ON A133, COLCHESTER ROAD, WEELEY IN THE GENERAL DIRECTION OF COLCHESTER. VEHICLE 3 IN LANE 2 OF 2 ON A133, COLCHESTER ROAD, WEELEY I
15/12/2017	17249675	612762	226675	3	2. Wet/Damp	1. Daylight		1	0. No turn	14:45:00	VEH 001 WAS TRAVELLING ALONG THE B1035 WHEN VEH001 LOST CONTROL IN A SKID, CAUSING VEH001 TO LEAVE THE CARRIAGEWAY INTO A FIELD ON THE NEARSIDE. DAMAGE CAUSED TO VEH001 AND A HEDGE TO THE HEDGEROWS. ROAD SURFACE AT THE TIME WAS WET AND SLIPPERY,
17/12/2017	17249759	618910	216292	2	4. Frost/Ice	7. Darkness: street lighting unknown		1	0. No turn	01:32:00	VEHICLE ONE WAS TRAVELLING ALONG HOLLAND ROAD IN GENERAL DIRECTION OF CLACTON-ON-SEA. AT THIS TIME VEHICLE HAS ENTERED THE OPPOSING CARRIAGEWAY, MOUNTED THE KERB AND RIDER AND MACHINE HAVE STRUCK A TREE. RIDER WAS NOT WEARING A CRASH HELMET AND HAS
06/01/2018	18254897	614171	220848	3	1. Dry	1. Daylight		1	2. Right turn	12:15:00	VEHICLE 1 WAS PROCEEDING ALONG THE A133 IN THE GENERAL DIRECTION OF WEELEY. VEHICLE 1 PULLED INTO A LAYBY ON HIS NEARSIDE AS HE REALISED HE WAS HEADING IN THE WRONG WAY. VEHICLE 1 CONDUCTED A U-TURN. VEHICLE 1 COLLIDED INTO VEHICLE 2 WHO WAS ALSO PRO
09/01/2018	18256039	616323	217974	2	2. Wet/Damp	4. Darkness: street lights present and		1	0. No turn	18:10:00	VEHICLE ONE HAS CRASHED INTO THE REAR OF VEHICLE TWO. VEHICLE 2 HAS COLLIDED INTO THE BACK OF VEHICLE 3 AND VEHICLE 3 HAS COLLIDED INTO VEHICLE 4. VEHICLE 2 HAS PROPELLED INTO THE OTHER CARRIAGE WAY.
12/01/2018	18257484	612956	222795	2	1. Dry	1. Daylight		3	0. No turn	13:18:00	VEH 001 WAS PULLING OUT FROM SHAIR LANE ONTO THE A133 COLCHESTER ROAD TURNING RIGHT, THE DRIVER HAS THEN PULLED OUT INTO THE PATH OF VEH 002.
13/01/2018	18257648	617598	216487	3	1. Dry	1. Daylight		2	0. No turn	13:30:00	VEHICLE 1 HAS STOPPED AT THE JUNCTION OF ST JOHNS ROAD TO TURN RIGHT INTO NORTH ROAD WHEN VEHICLE 2 HAS BEEN TRAVELLING IN THE OPPOSITE DIRECTION. VEHICLE 1 HAS TURNED INTO THE NORTH ROAD WHERE VEHICLE 2 HAS COLLIDED WITH VEHICLE 1 BEFORE IT HAS REAC
18/01/2018	18273796	616238	218118	3	1. Dry	1. Daylight		1	0. No turn	12:30:00	I STOPPED AT THE ROUNDABOUT WAITING FOR A CAR TO GO ROUND AND THE DRIVER HIT ME FROM BEHIND WHEN I GOT OUT THE CAR SHE SAID SHE THOUGHT I WAS GOING TO GO AND HIT ME
24/01/2018	18261467	610245	223817	3	2. Wet/Damp	6. Darkness: no street lighting		1	0. No turn	17:40:00	VEH 1 & 2 TRAVELLING ALONG A133 FROM COLCHESTER TOWARDS FRATING. VEH 1 IN LANE 2 VEH 2 IS A M/C FILTERING. VEH 1 MOVES FROM LANE 2 TO 1 AND IN DOING SO COLLIDES WITH VEH 2.
24/01/2018	18269493	617598	216487	3	2. Wet/Damp	4. Darkness: street lights present and		1	0. No turn	18:00:00	VEHICLE 1 HAS COLLIDED WITH VEHICLE 2 AT T JUNCTION THEN FAILED TO EXCHANGE DETAILS
01/02/2018	18264058	619651	221729	3	2. Wet/Damp	1. Daylight		1	0. No turn	09:00:00	ASTRA TRAVELING FROM KIRBY CROSS TOWARDS COLCHESTER ALONG THE FRINTON ROAD, FOLLOWING TRAFFIC WHEN VEHICLE IN FRONT SLOWED TO TURN RIGHT. ASTRA FAILING TO STOP IN TIME AND SKIDDED TO THE NEARSIDE VERGE, HITTING ELECTRICITY POLE.

11/02/2018	18266728	618231	216303	2	1. Dry	1. Daylight	1	1. Left turn	13:15:00	CYCLIST WAS RIDING ALONG VALLEY ROAD, CLACTON TRAVELLING EAST IN THE GENERAL DIRECTION OF HOLLAND ON SEA, AS HE HAS PASSED THE JUNCTION OF VALLEYBRIDGE ROAD VEHICLE 1 HAS PULLED OUT WANTING TO TURN LEFT AND COLLIDED WITH CYCLIST . INJURY TO CYCLIST
19/02/2018	18290193	612973	222791	3	2. Wet/Damp	7. Darkness: street lighting unknown	2	0. No turn	17:32:00	I WAS DRIVING HOME FROM WORK WHEN I NOTICED A CAR COMING OUT OF SHAIR LANE AT SOME SPEED. I SUSPECTED THE CAR MAY HAVE CONTINUED TO CARRY ON INTO THE PATH OF WHERE I WAS DRIVING SO I APPLIED THE BRAKES ON MY VEHICLE TO AVOID A COLLISION. I SLOWED TO
25/02/2018	18271310	610448	223601	3	1. Dry	4. Darkness: street lights present and	1	0. No turn	18:37:00	VEH 1 TRAVELLING ALONG A133 COLCHESTER ROAD TOWARDS GENERAL DIRECTION OF A120. VEH 2 IN FRONT OF VEH 1 ON SAME ROAD, STATIONARY AT THE ROUNDABOUT OF THE DUAL LANE SECTION TOWARDS A120. VEH 1 FAILED TO SEE VEH 2 AND COLLIDED WITH REAR OF VEH 2 CAUSI
01/03/2018	18272618	609850	224860	3	3. Snow	6. Darkness: no street lighting	1	0. No turn	19:50:00	OP SNOWSTORM CREATED DUE TO ADVERSE WEATHER CONDITIONS. THE WIND HAD CAUSED A BUILD UP OS SNOW AS YOU ENTERED THE A133 FROM THE A120. THIS WAS ALSO ON A BEND. VEHICLES DRIVING AT APPROXIMATELY 50MPH. THE SNOW WAS ABOUT 3 FEET IN HEIGHT ACROSS LANE
07/03/2018	18275029	617489	216820	3	1. Dry	4. Darkness: street lights present and	4	0. No turn	19:08:00	VEHICLE 1, THE SUSPECT VEHICLE, WAS STATIONARY IN A LAY-BY, PARALLEL WITH NORTH ROAD. PLAIN CLOTHES OFFICERS NOTICED THIS VEHICLE TAKING PART IN A DRUG DEAL. VEHICLE 2, POLICE VEHICLE, MOVES PAST THE VEHICLE AND PARKS NEXT TO AN UNRELATED VEHICLE, TH
08/03/2018	18274642	618535	216320	2	1. Dry	1. Daylight	1	0. No turn	15:53:00	V1 HAS TRAVELLED EAST ON VALLEY ROAD, CLACTON ON SEA. HAS VEERED ACROSS THE SINGLE CARRIAGEWAY INTO ONCOMING TRAFFIC. BELIEVED TO BE DUE TO A MEDICAL EVENT. HAS HIT THE OFFSIDE REAR OF V2, THEN CONTINUED TRAVELLING IMPACTING V3 WHICH HAS THEN HIT V4
15/03/2018	18281027	610419	223644	3	2. Wet/Damp	1. Daylight	1	2. Right turn	08:20:00	I HAD STOPPED IN THE RIGHT HAND TURN LANE AND WAS INDICATING TO TURN RIGHT INTO COLCHESTER ROAD TO DRIVE PAST MANHEIM CAR AUCTIONS TO MY PLACE OF WORK AT THE BOOK SERVICE/PENGUIN RANDOM HOUSE DISTRIBUTION SITE. I HAD MY LIGHTS ON. I WAS WAITING FOR T
26/03/2018	18279423	612602	222855	2	1. Dry	1. Daylight	3	0. No turn	08:10:00	VEHICLE 3 AND 2 STARTED TO SLOW DOWN DUE TO THE WEIGHT OF TRAFFIC ON THE A133 CLACTON ON SEA. VEHICLE 1 HAS FAILED TO OBSERVE THIS AND HAS COLLIDED INTO THE REAR OF VEHICLE 2 WHICH WAS THEN PUSHED INTO THE REAR OF VEHICLE 3.
28/03/2018	18280600	620011	216685	3	2. Wet/Damp	1. Daylight	1	0. No turn	11:50:00	VEHICLE 1 TRAVELLING DIRECTLY BEHIND VEHICLE 2. VEHICLE 2 BRAKES LATE FOR A VEHICLE THAT IS TURNING AHEAD OF THEM AND DUE TO THE WEATHER/ROAD SURFACE, VEHICLE 1 LOSES THE FRONT WHEEL UNDER BRAKING AND SLIDES INTO THE REAR OF VEHICLE 2.
01/04/2018	18280923	615956	222538	2	2. Wet/Damp	6. Darkness: no street lighting	5	0. No turn	04:45:00	VEH 1 TRAVELLING GENERALLY IN THE DIRECTION OF WEELEY. VEH 2 (TAXI) TRAVELLING IN THE OPPOSITE DIRECTION. WHILST NEGOTIATING A SLIGHT RIGHT HAND BEND VEH 1 HAS TRAVELLED TO THE OFFSIDE AND COLLIDED WITH VEH 2. DRIVER OF VEH 1 SUSPECTED TO BE INT
09/04/2018	18298698	613693	222468	3	2. Wet/Damp	1. Daylight	2	2. Right turn	18:14:00	I WAS DRIVING DOWN THE A133 FROM COLCHESTER TO CLACTON ON SEA. I ENTERED THE ROUNDABOUT WITH THE BP ON AND AS THE AUDI WAS PASSING THE JUNCTION OF B1033 THE DRIVER SLAMMED ON THE BRAKES. I THEN HIT THE BACK OF HIM AS HE HAD STOPPED SUDDENLY FOR NO RE
14/04/2018	18284458	614296	224232	2	1. Dry	1. Daylight	1	0. No turn	12:00:00	NEW RIDER WAS TRAVELLING INTO TENDRING VILLAGE WITH HER FATHER TRAVELLING BEHIND, ALSO ON A MOTORCYCLE. A FLATBED TRANSIT WAS APPROACHING FROM THE OPPOSITE DIRECTION. THE LEXMOTO LEAD MOTORCYCLE HAS VEERED WIDE WHILST NEGOTIATING THE LEFT HAND BEND A
24/04/2018	18287087	619460	216361	2	2. Wet/Damp	4. Darkness: street lights present and	1	2. Right turn	23:00:00	VEHICLE HAS BEEN TRAVELLING FROM WEST TO EAST ALONG HOLLAND ROAD AT EXCESSIVE SPEED, HAS ATTEMPTED TO MAKE A RIGHT TURN INTO KINGS AVENUE AND HAS MOUNTED THE PAVEMENT AND HIT A CONCRETE LAMPPOST. DRIVER HAS LEFT THE VEHICLE AND AN EYE WITNESS HAS STA
04/05/2018	18290471	618422	216328	3	1. Dry	1. Daylight	1	0. No turn	15:59:00	VEHICLE 1 HAS APPROACHED VALLEY ROAD AT THE JUNCTION OF KENNEDY ROAD, CLACTON-ON-SEA. VEHICLE 1 HAS NOT GIVEN ANY PRECEDENCE TO OTHER ROAD USERS AND AS SUCH HAS PULLED OUT OF THE JUNCTION ONTO VALLEY ROAD AND INTO THE ONCOMING PATH OF VEHICLE AND HA

06/05/2018	18290588	614722	220369	3	1. Dry	1. Daylight		3	0. No turn	18:55:00	V1 TRAVELLING FROM CLACTON TOWARDS WEELEY WHEN IT CROSSED ONTO THE OPPOSITE SIDE OF THE ROAD AND COLLIDED HEAD ON WITH V2 TRAVELLING IN THE OPPOSITE DIRECTION.
14/05/2018	18304116	618694	222065	3	1. Dry	1. Daylight		1	2. Right turn	19:55:00	I WAS CYCLING ALONG FRINTON ROAD (TOWARD MY HOME IN LANDERMERE ROAD, THORPE LE SOKEN). I HAD JUST PAST THE LIFEHOUSE SPA AND HOTEL DRIVE WHEN I NOTICED TO MY RHS A LIGHT COLOURED VAN PULLING OFF FROM A DRIVE OPPOSITE THE LIFEHOUSE SPA DRIVE. THE DRIV
29/05/2018	18296878	618978	216299	3	1. Dry	1. Daylight		1	0. No turn	14:02:00	VEHICLE ONE, WAS TRAVELLING DOWN HOLLAND ROAD AND THE DRIVER WAS NOT PAYING ATTENTION TO THE ROAD AND HIT VEHICLE TWO WHICH WAS PARKED ON THE PAVEMENT.
01/06/2018	18297931	617525	216818	3	1. Dry	1. Daylight		2	0. No turn	19:07:00	VEHICLE 1 HEADING WEST ON NORTH ROAD IN THE GENERAL DIRECTION OF LONDON ROAD. VEHICLE 1 NEGOTIATES SHARP LEFT HAND BEND, LOSING CONTROL, DRIFTING TO THE INCORRECT SIDE OF THE ROAD, COLLIDING HEAD ON WITH VEHICLE 2. VEHICLE 2 HEADING EAST ON NOR
20/06/2018	18304055	618095	222234	3	1. Dry	1. Daylight		1	1. Left turn	11:35:00	VEHICLE ONE TRAVELLING ALONG STATION ROAD TOWARDS T-JUNCTION WITH HARWICH ROAD. VEHICLE TWO DIRECTLY IN FRONT OF VEHICLE ONE, STATIONARY AT T-JUNCTION AWAITING TO TURN LEFT. VEHICLE TWO PREPARED TO MOVE AWAY THEN STOPPED, VEHICLE ONE FAILED TO SEE VE
26/06/2018	18304840	609852	224858	3	1. Dry	1. Daylight		1	0. No turn	02:47:00	VEH001 TRAVELLING ALONG A133 OFF SLIP TOWARDS A133 FRATING, DRIVER FELL ASLEEP AT THE WHEEL HITTING THE NEARSIDE CRASH BARRIER ON THE FLYOVER OF HARWICH ROAD/HARE GREEN CAUSING SUBSTANTIAL DAMAGE TO THE BARRIER AND VEHICLE. NO OTHER VEHICLES INVOLVED
08/07/2018	18308399	616178	218073	3	1. Dry	1. Daylight		2	0. No turn	11:28:00	VEHICLES 2,3 AND 4 COME TO A STOP AT THE ROUNDABOUT VEHICLE 12 CONTINUES AND COLLIDES WITH VEHICLE 2 PUSHING INTO 3 AND THEN 3 INTO 4
15/07/2018	18310187	613129	222724	3	1. Dry	1. Daylight		1	0. No turn	11:55:00	ALL THREE VEHICLES TRAVELLING WEST ON A133 COLCHESTER ROAD. VEHICLE THREE SLOWS AND STOPS. VEHICLE TWO FAILS TO SLOW IN TIME AND COLLIDES WITH REAR OF VEHICLE THREE. VEHICLE ONE FAILS TO SLOW IN TIME AND COLLIDES WITH REAR OF VEHICLE TWO.
10/08/2018	18317818	616275	218050	3	2. Wet/Damp	1. Daylight		1	0. No turn	14:40:00	VEHICLE ONE HAS CLIPPED VEHICLE TWO AT CRAWL SPEED ON THE APPROACH TO THE ROUNDABOUT. AMBULANCE CALLED BUT MALE REQUIRED NO HOSPITAL ATTENDANCE, NO INJURIES.
11/08/2018	18317925	620152	221284	3	2. Wet/Damp	6. Darkness: no street lighting		2	0. No turn	23:10:00	RANGE ROVER EVOKE TRAVELLING FROM WEELEY TOWARDS FRINTON CROSSED THE CENTRAL WHITE LINE AND HIT VAUXHALL CORSA TRAVELLING IN THE OPPOSITE DIRECTION. BOTH VEHICLE SPIN OFF TO THE SOUTH SIDE OF THE CARRIAGEWAY AND THE RANGE ROVER OVERTURNS INTO THE DIT
03/09/2018	18324197	619609	216473	2	1. Dry	1. Daylight		1	0. No turn	09:56:00	V1 REVERSING FROM PARKING SPACE OUTSIDE HOLLAND PHARMACY STRIKES PEDESTRIAN WALKING PAST REAR OF VEHICLE
08/09/2018	18325397	620158	221274	3	1. Dry	1. Daylight		2	2. Right turn	18:10:00	VEHICLE ONE WAS TRAVELLING THORPE ROAD TOWARDS FRINTON. VEHICLE TWO WAS TRAVELLING IN THE OPPOSITE DIRECTION HEADING AWAY FROM FRINTON. VEHICLE THREE WAS TRAVELLING BEHIND VEHICLE ONE. VEHICLE ONE HAS TURNED RIGHT INTO PORK LANE ACROSS THE PATH
12/09/2018	18326775	616046	224075	3	1. Dry	6. Darkness: no street lighting		1	0. No turn	23:00:00	DRIVER WAS TRAVELLING DOWN A RURAL ROAD DURING THE HOURS OF DARKNESS. A DEER WAS REPORTED TO HAVE BEEN IN THE ROAD. VEHICLE LEFT THE ROAD TO THE OFFSIDE CRASHING INTO A TREE STUMP AND CAME TO REST OFF THE MAIN CARRIAGEWAY IN WOODS.
14/09/2018	18327068	617898	216095	3	1. Dry	1. Daylight		1	2. Right turn	09:20:00	VEHICLE 1 (MOTORBIKE) HAS APPROACHED VEHICLE 2 (CAR) FROM BEHIND WHILST VEHICLE 2 IS SAT STATIONARY INDICATING RIGHT, VEHICLE 1 HAS SUBSEQUENTLY HIT IN TO THE REAR OFFSIDE CORNER OF VEHICLE 2. THE DRIVER OF VEHICLE 1 HAS FALLEN OFF THE BIKE CAUSING P
18/09/2018	18328096	617161	216576	2	1. Dry	4. Darkness: street lights present and		1	0. No turn	21:30:00	DRIVER 1 WAS RIDING VEHICLE 1 AND HAS ATTEMPTED TO PULL A WHEELIE. HE HAS LOST CONTROL AND HAS FLIPPED THE MOTORCYCLE WHICH HAS LANDED ON HIS LEG. IT WOULD APPEAR THAT THE FOOTPEG HAS GONE THROUGH HIS LOWER LEG, POSSIBLE CAUSING AN OPEN FRACTURE.

19/09/2018	18346315	613659	222387	3	1. Dry	1. Daylight		1	0. No turn	15:12:00	I WAS DRIVING MY VEHICLE HOME AFTER SHOPPING, THERE WAS A TRUCK ON THE OTHER SIDE OF THE ROAD THAT HAD AN OPEN LARGE BACK COVERED IN MATERIAL, COULD HAVE BEEN TARPULIN ? AS THE TRUCK WAS HALF WAY PAST ME THERE WAS A LOUD NOISE, AND SOMETHING HIT
24/09/2018	18337061	614841	222469	3	1. Dry	1. Daylight		1	2. Right turn	17:05:00	I WAS STOPPED IN THORPE ROAD INDICATING RIGHT TO TURN INTO TDC CAR PARK, WAITING FOR THE ONCOMING TRAFFIC TO PASS SO I COULD TURN IN. I NOTICED IN MY MIRROR A CAR APPROACHING AT SPEED, EVEN THOUGH ITS ONLY A 30MPH ZONE. IT WAS 5.05PM, BRIGHT AND SUNN
26/09/2018	18330473	609397	225129	3	1. Dry	1. Daylight		1	0. No turn	17:37:00	VEHICLE 2 NAVIGATED THE A133 FRATING ROUND ABOUT AND THEN PROCEEDED ONTO THE A120 ON SLIP HEADING IN THE GENERAL DIRECTION OF COLCHESTER. VEHICLE 2 HAS BEEN FORCED TO STOP DUE TO OTHER VEHICLES. VEHICLE 1 HAS FAILED TO STOP AND HAS COLLIDED INTO THE
27/09/2018	18823833	616881	220329	3	1. Dry	1. Daylight		1	0. No turn	14:30:00	I WAS FOLLOWING THE VAUXHALL MOKKA EF18 LZU OUT OF THE BEAUMONT VILLAGERS, THE CAR WAS VERY CLOSE BEHIND ANOTHER CAR, WHICH I CANNOT GIVE DETAILS OF. WE REACHED A LONG STRETCH OF ROAD WITH GOOD VISIBILTY AHEAD AND I PULLED OUT TO OVERTAKE THE VAUXHALL M
01/10/2018	18331510	614061	220948	3	1. Dry	1. Daylight		4	0. No turn	08:20:00	ALL VEHICLES TRAVELLING TOWARDS WEELEY ROUNDABOUT FROM CLACTON. TRAFFIC CAME TO A STOP OWING TO TRAFFIC WEIGHT. FORD MONDEO STOPPED. WHITE BMW STOPPED BEHIND IT. RED KIA WAS STOPPING WHEN IT WAS STRUCK FROM BEHIND AT SPEED BY FORD FOCUS. FRONT THREE
24/10/2018	18338666	613035	222761	3	1. Dry	6. Darkness: no street lighting		1	0. No turn	19:18:00	VEHICLE 1 HAS BEEN TRAVELLING ALONG THE ROAD, A HIGHWAY MAINTENANCE OPERATIVE HAS THROWN A CONE IN FRONT OF VEHICLE 1 CAUSING IT TO BRAKE SHARPLY. VEHICLE 2 HAS ALSO BRAKED AND VEHICLE 3 HAS COLLIDED WITH THE REAR OF VEHICLE 2.
29/10/2018	18348530	614643	221931	3	1. Dry	1. Daylight		2	1. Left turn	08:03:00	ON THE 28TH OF NOVEMBER AT 8:03 AM I WAS TAKING MY YOUNGER BROTHER (AGE 16) TO THE TRAIN STATION. I WAS HEADING FROM LITTLE CLACTON (106A, CO16 9RU) TO WEELEY TRAIN STATION (CO16 9JE). I SLOWED DOWN TO TURN INTO THE TRAIN STATION ROAD, ITIS A TIGHT
31/10/2018	18340334	610429	223636	3	1. Dry	1. Daylight		1	0. No turn	08:26:00	FROM THE INFORMATION WE KNOW IT APPEARS THE MOTORCYCLE HAS LOST CONTROL SOMEHOW & THEN COLLIDED WITH A ROADSIGN SITUATED ON THE ROUNDABOUT ITSELF.
02/11/2018	18341081	616337	222687	1	1. Dry	6. Darkness: no street lighting		1	0. No turn	22:09:00	VEHICLE ONE TRAVELLING NORTH EAST ALONG THE B1033 COLCHESTER ROAD IN THE GENERAL DIRECTION OF THORPE-LE-SOKEN. MALE PEDESTRIAN TRAVELLING GENERALLY TOWARDS WEELEY WALKING IN THE CARRIAGEWAY. PERSONS IN TWO VEHICLES HAVE STOPPED TO TRY AND ASSIS
12/11/2018	18343050	616249	218100	3	2. Wet/Damp	4. Darkness: street lights present and		1	0. No turn	04:25:00	VEHICLE 1 WAS TRAVELLING SOUTHBOUND DOWN THE A133 AND HAS APPROACHED THE ROUNDABOUT WITH THE JUNCTION OF PROGRESS WAY AND ST OSYTH ROAD. VEHICLE 1 WAS TRAVELLING AT EXCESS SPEED AND HAS HIT THE ROUNDABOUT STRAIGHT ON AND HAS FLIPPED THE VEHICLE MULTI
16/11/2018	18344712	619309	216359	2	2. Wet/Damp	5. Darkness: street lights present but		1	0. No turn	21:00:00	DRIVER OF VEHICLE ONE (VAUXHALL VECTRA ET07 DFG) WAS DRIVING DOWN TURPINS LANE ONTO THE JUNCTION AT SPEED, WHEN TRYING TO APPLY THE BREAKS; DUE TO THE WHEATHER CONDITIONS THE VEHICLE HAS FAILED TO STOP AND HIT INTO A MOTORCYCLE AY10 DZT
26/11/2018	18346646	617660	216445	2	2. Wet/Damp	1. Daylight		2	2. Right turn	10:30:00	VEHICLE ONE IS TRAVELLING ALONG ST JOHNS ROAD AND WHEN GOING THROUGH THE TRAFFIC LIGHTS, VEHICLE 2 HAS TURNED RIGHT, COLLIDING WITH VEHICLE 1
29/11/2018	18347667	609928	224633	3	2. Wet/Damp	6. Darkness: no street lighting		1	0. No turn	16:40:00	VEH 1 TRAVELLING BEHIND VEH 2. VEH 2 HAS SLOWED DUE TO A BROKEN DOWN VEHICLE AHEAD AND VEH 1 HAS FAILED TO REACT AND DRIVEN INTO THE REAR OF VEH 2.
13/12/2018	18350639	618830	216277	3	1. Dry	1. Daylight		1	0. No turn	09:30:00	VEHICLE 1 WAS REVERSING INTO A DRIVEWAY AND WAS HALFWAY ACROSS THE CARRIAGEWAY WHILST THE DRIVER WAS STRAIGHTENING UP. VEHICLE 2 WAS TRAVELLING TOWARDS HOLLAND ON SEA WHEN THE DRIVER APPROACHED VEHICLE 1. THE DRIVER OF VEHICLE 2 APPEARS NOT TO HAVE R
14/12/2018	18350946	617962	221286	2	1. Dry	6. Darkness: no street lighting		4	0. No turn	21:17:00	VEH 1 & 2 TRAVELLING ALONG LANDERMERE ROAD. VEH 1 TRAVELLING GENERALLY TOWARDS HARWICH. VEH 2 TRAVELLING IN THE OPPOSITE DIRECTION. VEH 1 HAS CROSSED ON TO THE OFFSIDE OF THE CARRIAGEWAY AND COLLIDED WITH VEH 2. THERE IS SOME SUGGESTION THAT T

01/01/2019	19352992	617840	216650	2	1. Dry	1. Daylight		2	0. No turn	13:34:00	VEHICLE 1 WAS PROCEEDING ALONG KESTREL WAY HEADING IN THE GENERAL DIRECTION OF BURRS ROAD. VEHICLE 2 WAS PROCEEDING ALONG KESTREL WAY HEADING IN THE OPPOSITE DIRECTION TO VEHICLE 1. VEHICLE 1 HAS OVERTAKEN A PARKED, STATIONARY, UNATTENDED VEHIC
13/01/2019	19807389	615751	219230	2	1. Dry	1. Daylight		1	0. No turn	15:55:00	VEHICLE ONE, AN AMBULANCE ON EMERGENCY RUN DRIVING OUT OF CLACTON ALONG THE A133 WHEN PEDESTRIAN THROWS HIMSELF INTO PATH OF AMBULANCE. DRIVER TAKES EVASIVE ACTION AND MINOR CONTACT MADE.
18/01/2019	19808964	615148	224046	3	1. Dry	1. Daylight		1	0. No turn	16:03:00	VEHICLE 1 WAS TRAVELLING ALONG CROW LANE AND HAS REACHED THE JUNCTION WITH THORPE ROAD. VEHICLE 2 WAS TRAVELLING ALONG THORPE ROAD FROM VEHICLE 1'S OFFSIDE DIRECTION. VEHICLE 1 HAS PULLED OUT IN FRONT OF VEHICLE 2 CAUSING THIS RTC.
22/01/2019	19810036	610426	223636	3	2. Wet/Damp	1. Daylight		1	0. No turn	09:38:00	VEHICLE 1 TRAVELLING EAST COLLIDES WITH ROUNDABOUT AND MOUNTS IT DEMOLISHING STREET FURNITURE IN THE PROCESS.
24/01/2019	19810326	617846	216305	2	2. Wet/Damp	4. Darkness: street lights present and		1	0. No turn	16:16:00	V001 HAS LEFT CARRIAGEWAY TO NEAR SIDE, MOUNTED KERB AND COLLIDED WITH THE FRONT BRICK WALL OF PROPERTY NUMBER 30 AND THEN 28 WHERE IT THEN CAME TO A STOP. SUSPECTED TO BE A MEDICAL EPISODE AT THE WHEEL. NO OTHER VEHICLES INVOLVED.
28/01/2019	19811065	619312	221974	3	1. Dry	6. Darkness: no street lighting		1	0. No turn	22:10:00	VEHICLE 1 HEADING WEST ON FRINTON ROAD. VEHICLE 2 HEADING EAST ON FRINTON ROAD. VEHICLE 1 ON A LEFT HAND BEND HAS GONE WIDE CROSSING THE CENTRAL WHITE LINES COLLIDING WITH VEHICLE 2 WHICH HAS EXITED THE CARRIAGEWAY COLLIDING WITH A WOODEN FENCE.
30/01/2019	19811791	609983	224390	2	1. Dry	6. Darkness: no street lighting		2	0. No turn	18:15:00	VEH 1 TRAVELLING ALONG DUAL CARRIAGEWAY FROM A120 OFF SLIP, IN LANE ONE, TOWARDS THE GENERAL DIRECTION OF ROUNDABOUT JUNCTION WITH A133 COLCHESTER ROAD FRATING ESSEX. VEH 2 ON SAME ROAD AND SAME DIRECTION IN FRONT OF VEH 1 VEH 3 ON SAME ROAD AND SAME
18/02/2019	19816579	619190	216360	2	2. Wet/Damp	1. Daylight		1	2. Right turn	07:45:00	INFORMANT (CYCLIST) STATES WAS RIDING ALONG HOLLAND ROAD, WHEN FEMALE DRIVER PULLED OUT OF SLADBURYS LANE, KNOCKING HIM OFF HIS PEDAL CYCLE.
23/02/2019	19818190	612556	222861	3	1. Dry	1. Daylight		2	0. No turn	15:30:00	ALL VEHICLES TRAVELLING ALONG THE A133 GENERALLY FROM COLCHESTER > CLACTON. VEH 5, 4, 3 & 2 SLOW FOR TRAFFIC AHEAD. VEH 1 COLLIDES WITH THE REAR OF 2 PUSHING IT IN TO 3 WHICH IN TURN GOES IN TO 4 WHICH IN TURN GOES IN TO 5.
06/04/2019	19829614	617608	216656	3	2. Wet/Damp	1. Daylight		1	0. No turn	14:50:00	INFORMANT (MOTHER) REPORTING HER SON WAS ON HIS PEDAL CYCLE, WHEN A VEHICLE MOUNTED THE PAVEMENT AND CLIPPED HIS BIKE.
07/04/2019	19829710	617813	220845	3	1. Dry	1. Daylight		1	0. No turn	14:00:00	VEH 1 NEGOTIATING A LEFT HAND BEND WHEN LOSES CONTROL AND LEAVES THE CARRIAGEWAY TO THE OFFSIDE.
14/04/2019	19851484	613648	222365	3	1. Dry	1. Daylight		1	0. No turn	13:00:00	DETAILS FROM RTCWEB ARE AS FOLLOWS: V001 HAS BEEN TRAVELLING NORTHBOUND ON A133 APPROACHING WEELEY ROUNDABOUT AND SLOWING DOWN BY BREAKING. V002 HAS NOT SLOWED DOWN WITH V001 CAUSING THE FRONT OF V002 TO COLLIDE WITH THE REAR V001 CAUSING DAMAGE TO B
17/05/2019	19840420	615247	220582	3	1. Dry	1. Daylight		3	0. No turn	09:59:00	VEHICLE 1 WAS TRAVELLING DOWN RECTORY ROAD ALLEGEDLY AT 60MPH DESPITE THE SPEED LIMIT CHANGING TO 30MPH. VEHICLE 1 STATED THAT THEY DID NOT KNOW THE SPEED LIMIT HAD CHANGED. VEHICLE 2 WAS PULLING OUT OF THE MILL LANE JUNCTION WHEN VEHICLE 1 HAS COLLI
19/05/2019	19840542	609753	224850	2	1. Dry	1. Daylight		1	0. No turn	01:25:00	PEUGEOT WAS TRAVELLING ON HARWICH ROAD IN GREAT BENTLEY TOWARDS GENERAL DIRECTION OF HARWICH. PEUGEOT HAS SPUN UP THE ROAD AND CRASHED OFF THE ROAD UP A HOUSES DRIVEWAY. THE CAR WENT THROUGH FENCING AND COLLECTED A HEATING OIL RESERVOIR TANK THAT WA
28/05/2019	19843009	615859	224083	3	2. Wet/Damp	1. Daylight		1	0. No turn	18:00:00	VAUXHALL ASTRA WAS TRAVELLING TOWARDS TENDRING. WHILST APPROACHING A DOWNWARDS HILL ON A SLIGHT BEND, A SILVER PEOPLE CARRIER TRAVELLING FROM THE OPPOSITE DIRECTION WAS COMPLETING AN OVERTAKE AND WAS HALF ON THE WRONG SIDE OF THE ROAD. ASTRA DRIVER T
22/06/2019	19850098	615004	220236	3	1. Dry	1. Daylight		2	0. No turn	14:51:00	VEHICLE 1 WAS PROCEEDING ALONG THE A133 HEADING IN THE GENERAL DIRECTION OF CLACTON ON SEA. VEHICLE 2 WAS FOLLOWING VEHICLE 1. VEHICLE 1 HAS PULLED INTO A LAY-BY TO THEIR NEAR SIDE AND HAS THEN CONDUCTED A U-TURN WITH THE INTENTION OF HEADING BACK

24/06/2019	19850554	618007	222103	3	1. Dry	1. Daylight		2	0. No turn	10:50:00	V1 WAS A STATIONARY LORRY WITH 'HI-AB'. HI-AB WAS HANGING OVER HIGHWAY AND SUDDENLY LOWERED CAUSING V2 TO SWERVE ACROSS INTO PATH OF ONCOMING V3. V3 CRASHED INTO A FRONT GARDEN WALL. V2 STOPPED WITHOUT DAMAGE V1 STATIONARY AT ALL TIMES APART FRO
29/06/2019	19852301	614753	220352	3	1. Dry	1. Daylight		2	0. No turn	15:05:00	VEHICLE ONE HAS STRAYED ONTO THE OPPOSITE SIDE OF THE CARRIAGEWAY COLLIDING WITH THE FRONT OFFSIDE OF VEHICLE TWO CAUSING COLLISION. DRIVER OF VEHICLE ONE SHOWED POSITIVE FOR CANNABIS AND COCAINE.
06/07/2019	19854922	618069	216298	3	2. Wet/Damp	4. Darkness: street lights present and		2	0. No turn	20:34:00	VEH 001 HAS BEEN DRIVING ALONG AND HAS NOT SEEN VEH 002 AND HAS THEN COLLIDED WITH THE REAR OF VEH 001.
08/07/2019	19855568	619893	216519	2	1. Dry	1. Daylight		1	0. No turn	16:45:00	VEHICLE 2 WAS CYCLING ALONG PRINCES ROAD AND EITHER AT THE JUNCTION WITH PRESTON ROAD OR JUST PAST IT HE MOUNTED THE PAVEMENT AS DECIDED TO CYCLE ON THE PAVEMENT INSTEAD AND WAS HIT FROM BEHIND BY VEHICLE 1 HOWEVER IT IS NOT KNOWN IF VEHICLE 1 WAS TU
09/07/2019	19855777	613274	226404	2	1. Dry	1. Daylight		2	1. Left turn	06:47:00	VEHICLE 2 WAS EXITING FROM TENDRING HAULAGE YARD ONTO THE B1035 HEATH ROAD. VEHICLE 2 WAS EXITING WITH THE INTENTION OF TURNING LEFT AND HEADING IN THE GENERAL DIRECTION OF THE A120 HORSLEY CROSS. VEHICLE 2 STOPPED WHILST TURNING DUE TO SEEING A VEH
24/07/2019	19861405	616892	217201	3	1. Dry	1. Daylight		1	1. Left turn	15:35:00	INJURED PARTY WAS RIDING HIS MOTORCYCLE EG19 FCM SOUTHBOUND ALONG THE A133 IN LANE 1 OF 2, AND WAS APPROACHING THE ROUNDABOUT AT BROOK RETAIL PARK, INTENDING TO TURN LEFT (1ST EXIT). TIPPER LORRY AV17 EHX WAS TRAVELLING SOUTHBOUND ALONG THE A133 IN
08/08/2019	19866314	612508	222864	3	1. Dry	1. Daylight		3	0. No turn	07:47:00	VEHICLE 3 HAS COME TO A STOP DUE TO TRAFFIC IN FRONT OF HIM. VEHICLE 1 HAS FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEHICLE 3. VEHICLE 2 HAS ALSO FAILED TO STOP ARE COLLIDED WITH THE REAR OF VEHICLE 1 AND PUSHED VEHICLE 1 INTO THE REAR OF
12/08/2019	19867317	609569	225093	2	1. Dry	1. Daylight		1	0. No turn	08:15:00	VEHICLE ONE WAS TRAVELLING WEST FRO MTHE A133 FRATING ONTO THE A120 TOWARDS COLCHESTER. THE DRIVER VEERED FROM LANE ONE TO LANE TWO, OVERCORRECTED THE STEERING AND EXITED THE CARRIAGEWAY ON THE NEAR SIDE. THE CAR CASHED THROUGH TREES AND ROLLED DOWN
19/08/2019	19869599	616590	217587	3	1. Dry	1. Daylight		1	0. No turn	10:18:00	VEHICLE 1 (YR17ZTP) WAS TRAVELLING TO CLACTON ALONG THE A133 TOWARDS CLACTON AND VEHICLE 2 (LT15YFU) WAS FOLLOWING IN THE SAME DIRECTION. BOTH VEHICLES WERE TRAVELLING ALONG THE A133 BETWEEN THE BOVILLS ROUNDABOUT AND THE ROUNDABOUT AT BROOK RETAIL PARK
20/08/2019	19870260	615768	220271	3	1. Dry	1. Daylight		1	0. No turn	11:45:00	I WAS RIDING MY GREY COLOURED HORSE, I WAS ALSO WEARING A HIVIZ COAT. WE WAS ONLY WALKING AND THERE WAS TRAFFIC COMING TOWARDS US WHICH CAUSED A FEW CAR BEHIND US TO WAIT. WHEN IT WAS CLEAR THEY ALL OVERTOOK WIDE AND SLOW APART FROM THE LAST CAR WHO
22/08/2019	19870773	614294	220724	3	1. Dry	1. Daylight		1	0. No turn	17:50:00	V1 WAS TRAVELLING IN SLOW MOVING TRAFFIC AND HAS FAILED TO NOTICE V2 SLOWING DOWN. V1 HAS HIT V2 FROM BEHIND.
22/08/2019	19870770	613645	222293	2	1. Dry	1. Daylight		1	2. Right turn	18:30:00	V1 WAS SITTING IN STATIONARY TRAFFIC WHEN THE DRIVER DECIDED TO DO A U TURN. V2 WAS OVERTAKING STATIONARY TRAFFIC WHEN V1 HAS PULLED ACROSS ITS PATH. V2 MADE CONTACT WITH FRONT O/S WING OF V1.
10/09/2019	19876290	618234	222191	2	1. Dry	1. Daylight		1	0. No turn	15:30:00	PEDESTRIAN HAD JUST EXITED SCHOOL BUS, HAS SEEN HIS DAD PARKED UP ACROSS THE ROAD (ABBAY STREET, THORPE-LE-SOKEN). PEDESTRIAN HAS THEN GONE TO RUN ACROSS THE ROAD, HESITATED AND THEN CONTINUED TO RUN OUT INTO THE ROAD. INVOLVED CAR HAS THEN COLLIDED
11/09/2019	19876445	618786	216273	3	1. Dry	1. Daylight		1	0. No turn	06:43:00	VEHICLES ONE AND TWO TRAVELLING WEST ON B1032 HOLLAND ROAD IN GENERAL DIRECTION CLACTON. RIDER OF VEHICLE TWO SLOWS FOR THE APPROACHING ROUNDABOUT AND DRIVER OF VEHICLE ONE FAILS TO SLOW OR REALISE VEHICLE TWO WAS SLOWING AS MUCH AS HE WAS AND COLLID
23/10/2019	19891036	619567	221803	3	2. Wet/Damp	1. Daylight		2	2. Right turn	16:34:00	VEH 1 HAS PULLED INTO A GARAGE FORECOURT. HE HAS EMERGED TO TURN RIGHT STRAIGHT INTO THE PATH OF VEH 2 WHICH WAD COMING FROM THE RIGHT. VEH 2 HAS COLLIDED WITH THE OFFSIDE OF VEH 1 CAUSING SUBSTATIAL DAMAGE. DRIVER OF VEH 1 HAS SUSTAINED MINOR INJURI

25/10/2019	19898847	616790	217127	3	1. Dry	4. Darkness: street lights present and	1	0. No turn	19:15:00	I WAS DRIVING TOWARDS THE EXIT OUT OF MCDONALD'S, AFTER EATING MY MEAL , I GET 5 YARDS BEFORE THE EXIT , AND THE BLACK MEGANE IS PARKED UP IN THE LAST PARKING BAY THE MY LEFT , AND AS I PAST HIM SLOWLY GOING NO MORE THAN 4 MPH , HE REVERSED QUITE F
31/10/2019	19894641	617947	222007	3	2. Wet/Damp	6. Darkness: no street lighting	2	0. No turn	20:35:00	VEHICLE 2 HAS BEEN TRAVELLING ALONG THE ROAD TOWARDS THORPE LE SOKEN HIGH STREET. VEHICLE 1 HAS RAMMED VEHICLE 2 CAUSING DAMAGE. VEHICLE 1 HAS THEN FAILED TO STOP AT THE SCENE. RECORDED AS CRIMINAL DAMAGE ALSO 42/173967/19
06/11/2019	19896229	614086	225757	3	1. Dry	1. Daylight	1	1. Left turn	16:10:00	INFORMANT REPORTING, SHE WAS WAITING TO TURN LEFT AT LOCATION, WHEN A CYCLIST ON A FOOTPATH COLLIDED WITH HER FRONT NEARSIDE.
14/11/2019	19898727	617962	221216	2	2. Wet/Damp	1. Daylight	1	0. No turn	14:00:00	V1 WAS TRAVELLING PASSED THORPE STATION. V2 WAS IN FRONT AND HAS HAD TO BRAKE HEAVILY FOR CARS IN FRONT OF HER TURNING WITHOUT WARNING. V1 HAS NOT BEEN ABLE TO STOP IN TIME AND HAS COLLIDED WITH THE REAR OF V2.
25/11/2019	19902231	617306	216841	2	2. Wet/Damp	4. Darkness: street lights present and	1	0. No turn	16:22:00	VEHICLE 1 TRAVELLING ALONG NORTH ROAD FROM LONDON ROAD, TOWARDS GENERAL DIRECTION OF HOME ADDRESS. THERE IS A STATIONARY/SLOW MOVING LINE OF TRAFFIC IN THE ONCOMING LANE, DUE TO VEHICLES JOINING LONDON ROAD AT THE JUNCTION. AS VEHICLE 1 NEARLY REACHE
26/11/2019	19902666	616194	218242	2	2. Wet/Damp	1. Daylight	3	0. No turn	14:11:00	VEHICLE 1 TRAVELLING TOWARDS CLACTON ON SEA ALONG A133. VEHICLE 2 TRAVELLING AWAY FROM CLACTON ON SEA ALONG THE A133. VEHICLE 1 HAS DRIFTED INTO THE PATH OF VEHICLE 2 WITH A OFFSIDE TO OFFSIDE COLLISION. VEHICLE 1 HAS OVERTURNED ONTO ITS SIDE. VEH
27/11/2019	19905314	616883	217186	3	2. Wet/Damp	4. Darkness: street lights present and	1	0. No turn	20:25:00	I WAS DRIVING UP THE A133 FROM ST JOHN'S ROUNDABOUT TOWARDS WEELEY. I APPROACHED THE ROUNDABOUT AT BROOKE RETAIL PARK. I THEN ENTERED THE ROUND ABOUT TO GO STRAIGHT ON TOWARDS WEELEY JUST BEFORE EXITING THE ROUNDABOUT A WHITE BMW ENTERED THE ROUNDABO
02/12/2019	19904710	613767	221351	2	2. Wet/Damp	1. Daylight	1	2. Right turn	13:48:00	V1 PERFORMED A U-TURN ON A133 FROM A LAY-BY BETWEEN CLACTON & WEELEY. V1 FAILED TO SEE V2 APPROACHING >> WEELEY. V2 TRYs TO AVOID V1 BUT THEY COLLIDE IN THE CARRIAGEWAY OF A133
04/12/2019	19905794	610124	223991	3	1. Dry	5. Darkness: street lights present but	3	0. No turn	16:18:00	V1 WAS HEADING ALONG TO A133 TOWARDS THE FRATING ROUNDABOUT. V1 WAS IN LANE 1 OF 2. DIRECTLY IN FRONT OF V1 WAS V2 AND DIRECTLY IN FRONT OF THAT WAS V3. V1 WAS DISTRACTED AND HAS FAILED TO SEE THE SLOWING TRAFFIC IN FRONT OF HIM. THIS HAS RESULT
04/12/2019	19906156	615785	219156	3	1. Dry	4. Darkness: street lights present and	1	0. No turn	19:05:00	VEHICLE 1 WAS FOLLOWING VEHICLE 2 DOWN A133 TOWARDS WEELEY ROUNDABOUT. VEHICLE 2 NOTICED A VEHICLE ON THE NEARSIDE BROKEN DOWN SO STOPPED, HOWEVER VEHICLE 1 WENT INTO THE BACK OF VEHICLE 2.
05/12/2019	19906482	618212	216353	2	1. Dry	1. Daylight	1	0. No turn	13:34:00	V1 EXITING CAR-PARK WHILST NEGOTIATING THE CAR PARK EXIT DRIVER LOSES CONTROL STRIKING PEDESTRIAN AND THEN STRIKES V2 (PARKED UNNATENDED)
07/12/2019	19906980	617960	221162	3	2. Wet/Damp	1. Daylight	2	0. No turn	11:16:00	VEHICLE 1 HAS BEEN TRAVELLING TOO QUICKLY FOR ROAD CONDITIONS, ON COMING ROUND A BEND VEHICLE 1 HAS SWERVED TO A VOID A CAR THAT WAS WAITING TO TURN RIGHT CRASHING INTO VEHICLE 2.
06/02/2020	20928833	615487	220667	3	1. Dry	1. Daylight	2	0. No turn	14:04:00	VEHICLE 2 TRAVELLING WEST. VEHICLE 1 REVERSES BLIND OUT OF PRIVATE DRIVEWAY ONTO MAIN ROAD INTO PATH OF VEHICLE 2.
13/02/2020	20929878	613176	222706	2	2. Wet/Damp	1. Daylight	3	0. No turn	09:30:00	VEHICLES 1, 2 & 3 TRAVELLING IN THE GENERAL DIRECTION OF COLCHESTER. VEHICLE 3 STOPS DUE TO STATIONERY TRAFFIC AHEAD. VEHICLE 2, BEHIND VEHICLE 3, ALSO COMES TO A STOP. VEHICLE 1, TRAVELLING BEHIND VEHICLE 2 DOES NOT STOP AND COLLIDES WITH REAR OF VE
14/02/2020	20930459	616232	218065	2	2. Wet/Damp	4. Darkness: street lights present and	1	0. No turn	18:49:00	VEH 001 HAS TRAVELLED ALONG THE A133 TOWARDS THE GENERAL DIRECTION OF WEELEY. THE DRIVER HAS DRIVEN TOO CLOSE TO THE PEDAL CYCLE AND HIT HIM AND HAS THEN FAILED TO STOP.
12/03/2020	20940125	619347	216349	3	1. Dry	1. Daylight	1	0. No turn	17:20:00	I WAS CYCLING ALONG HOLLAND ROAD HEADING TOWARDS CLACTON WHEN I WAS HIT FROM BEHIND BY A BLACK BMW X3. I BOUNCED ALONG THE SIDE OF THE CAR WHILST STILL ON MY BIKE. I DID MANAGE TO MAINTAIN MY BALANCE AND STAY ON THE BIKE. I DID SHOUT AT HER TO MAKE

17/03/2020	20940872	620344	216545	3	1. Dry	1. Daylight		3	0. No turn	08:27:00	I WAS FOLLOWING THE 3RD PARTY ALONG HEREFORD ROAD WHEN WE APPROACHED THE JUNCTION THE VEHICLE IN FRONT BRAKED AND PULLED TO THE LEFT AND CAME TO A STOP WITH NO INDICATION. AS I PROCEEDED TO OVERTAKE THE VEHICLE MADE A SHARP RIGHT TURN WITH NO INDICATI
28/03/2020	20943141	619626	216484	3	1. Dry	1. Daylight		1	0. No turn	08:54:00	VEHICLE 1 REVERSING OFF THE PARKING AREA OUTSIDE NO 85 FRINTON ROAD, ONTO FRINTON ROAD IN ORDER TO HEAD TOWARDS HER HOME ADDRESS AT HOLLAND. AS VEHICLE 1 SWINGS OUT, THE FRONT OFFSIDE WHEEL CLIPS PEDESTRIAN WHO WAS WALKING ALONG THE PAVEMENT TOWARDS
24/05/2020	20953090	621118	218017	2	1. Dry	6. Darkness: no street lighting		1	0. No turn	22:50:00	VEH 1 TRAVELLING ALONG B1032 CLACTON ROAD TOWARDS GENERAL DIRECTION OF CLACTON TOWN. FOR UNKNOWN REASONS VEH 1 LOST CONTROL AND EXITED CARRIAGEWAY TO THE NEAR SIDE. VEH 1 THEN FELL OVER CAUSING DAMAGE TO VEH 1 AND INJURY TO RIDER OF VEH 1. RIDER OF VE
31/05/2020	20954267	614687	222321	3	1. Dry	1. Daylight		1	1. Left turn	14:54:00	VEHICLE 1 DRIVING FROM SOUTH TO NORTH ON THE STREET. VEHICLE 2 TURNED ACROSS V1 TURNING INTO HILLTOP CRESCENT AND COLLIDED WITH THE NEAR SIDE FRONT OF THE VEHICLE.
02/06/2020	20954847	612955	222795	3	1. Dry	1. Daylight		4	2. Right turn	13:56:00	VEHICLE 1 BMW WAS STATIONARY AT THE JUNCTION OF SHAIR LANE /A133 WAITING TO TURN RIGHT. VEHICLE 2 MG WAS DRIVING ALONG A133 FROM WEELEY TOWARDS COLCHESTER. VEHICLE 1 HAS EMERGED FROM THE JUNCTION AND BOTH VEHICLES HAVE COLLIDED. 2 OCCUPANTS IN EACH C
18/06/2020	20958111	620968	217454	3	2. Wet/Damp	1. Daylight		1	0. No turn	07:08:00	VEH 001 WAS TRAVELLING ALONG CLACTON ROAD TOWARDS TENDRING TRAVELLING NORTH. HE WAS TRAVELLING TOO FAST FOR THE ROAD CONDITIONS AND LOST CONTROL ON A LARGE SWEEPING RIGHT HAND BEND AND CRASHED.
24/06/2020	20959676	617598	216491	3	1. Dry	1. Daylight		1	1. Left turn	18:12:00	VEHICLE 1 PROCEEDED ALONG NORTH ROAD HEADING IN THE DIRECTION OF ST. JOHNS ROAD. VEHICLE 2 WAS PROCEEDING ALONG ST. JOHNS ROAD APPROACHING THE JUNCTION WITH NORTH ROAD. VEHICLE 1 HAS FAILED TO GIVE WAY AT THE JUNCTION AND PULLED OUT FROM NORTH
25/06/2020	20961327	616958	217243	3	1. Dry	1. Daylight		1	2. Right turn	21:22:00	A MOTORBIKE WAS GOING ROUND THE ROUNDABOUT , A VEHICLE HAS ENTERED THE ROUND ABOUT AND THE CAR HAS THEN ENTERED THE ROUNDABOUT. THE EXIT IT HAS LEFT FROM THE VIEW WAS OBSTRUCTED BY BUSHES.
29/06/2020	20960715	617050	223047	3	1. Dry	1. Daylight		1	0. No turn	11:25:00	POLICE VEHICLE WAS TRAVELLING WEST ON COLCHESTER ROAD ON A NEAR SIDE BEND. VEH 1 WAS TRAVELLING EAST ON COLCHESTER ROAD ON OFFSIDE BEND. VEHICLE 1 HAS CROSSED CENTRAL WHITE LINES ON THE APEX OF THE BEND COLLIDING WITH WING MIRROR AND REAR OFFSIDE QU
08/07/2020	20963198	617597	216488	3	2. Wet/Damp	4. Darkness: street lights present and		1	2. Right turn	20:00:00	AS I WAS TURNING RIGHT INTO NORTH ROAD A VEHICLE CAME OUT OF NORTH ROAD TAKING OUT THE BACK OF MY VEHICLE. THEY WOULD HAVE KNOWN THEY HIT ME BUT DROVE AWAY. I AM UNSURE IF IT WAS A MALE OR FEMALE DRIVER, I THINK IT WAS MALE BUT CANNOT BE SURE. I HA
12/07/2020	20963876	613942	225971	3	1. Dry	1. Daylight		1	0. No turn	16:16:00	VEHICLE 1 WAS FOLLOWING VEHICLE 2 PROCEEDING ALONG B1035 HEATH ROAD HEADING IN THE GENERAL DIRECTION OF HORSLEY CROSS. AN IDENTIFIED MEMBER OF THE PUBLIC HAS COME TO STOP AS THEY INTENDED TO TURN RIGHT INTO PARSONGE LANE. THIS HAS CAUSED 2 OTHER V
17/07/2020	20965384	610346	223704	3	1. Dry	1. Daylight		1	0. No turn	14:39:00	ALL VEHICLES TRAVELLING TOWARDS CLACTON, IN LANE 1 ON THE A133. VEHICLE 3 AT THE FRONT OF THE QUEUE SLOWS DOWN DUE TO SLOWING TRAFFIC APPROACHING THE ROUNDABOUT, VEHICLE 2 SLOWS BEHIND. VEHICLE 1 FAILS TO SLOW AND HITS BACK OF VEHICLE 2, IN TURN PU
20/07/2020	20965817	615572	219586	3	1. Dry	1. Daylight		2	2. Right turn	09:45:00	VEHICLE 1 HAS BEEN STATIONARY FACING NORTH ON THE NEAR SIDE OF THE A133. VEHICLE 1 HAS ATTEMPTED TO DO A U-TURN TO HEAD SOUTH CASUING A COLLISION WITH VEHICLE 2
30/07/2020	20968521	610883	223481	3	1. Dry	1. Daylight		1	0. No turn	11:40:00	PC HAS BEEN DRIVING PV NORTH ON THE A133 IN SUNSHINE / DRY CONDITIONS / PERFECT VIZ AND HAS SLOWED SHARPLY FOR A CAR IN FRONT THAT WAS TURNING AT THE LAST MOMENT. TP HAS DRIVEN INT THE BACK OF CAR 2 PV HAS SIGNIFANCT REAR END DAMAGE TPHAS NOTEABLE

16/08/2020	20972851	613584	222522	3	1. Dry	1. Daylight		1	0. No turn	12:00:00	COLLISION WAS ON VERGE INTO A LARGE ROAD SIGN PARALLEL WITH A133 FROM COLCHESTER DIRECTION HEADING TOWARDS WEELEY, DRIVER VEH1 EXPLAINS HE HEARD A BANG THEN LOST CONTROL OF HIS VEHICLE VEERED TO THE LEFT MOUNTED THE KERB ONTO THE GRASS AND HIT A LAR
19/08/2020	20973777	612230	228961	3	1. Dry	1. Daylight		1	0. No turn	08:49:00	VEHICLE 1 TRAVELLING SOUTH BEGINS TO NEGOTIATE A LEFT HAND BEND. VEHICLE THEN LEAVES CARRIAGEWAY TO OFFSIDE ONTO PRIVATE DRIVEWAYS AND DEMOLISHES BRICK WALL, WOODEN FENCE AND BUSINESS SIGN BEFORE COLLIDING WITH VEHICLE 2 THAT THEN NUDGES INTO VEHICLE
21/08/2020	20974586	616594	220078	3	1. Dry	1. Daylight		1	0. No turn	14:28:00	VEHCILE ONE WAS TRAVELLING SOUTH WEST ALONG HARWICH ROAD IN LITTLE CLACTON WHERE IT COLLIDED WITH VEHICILE TWO, WHICH WAS PARKED TO THE NEARSIDE. DAMAGE CAUSED TO BOTH VEHICLES ON THE FRONT NEARSIDE.
31/08/2020	20976921	613625	222482	2	1. Dry	1. Daylight		1	0. No turn	17:37:00	BOTH VEHICLES HAVE BEEN TRAVELLING IN A EASTERLY DIRECTION ALONG THE A133 COLCHESTER ROAD TOWARDS THE WHEELEY ROUNDABOUT AND WHEN VEHICLE TWO HAS COME TO A STOP AT THE GIVE WAY, VEHICLE ONE HAS COLLIDED INTO THE REAR OF VEHICLE TWO CAUSING WHIPLASH I
12/09/2020	20984890	617994	222296	3	1. Dry	1. Daylight		1	0. No turn	11:30:00	I WAS PROCEEDING UP THE HIGH STREET, THE TRAFFIC WAS SLOW MOVING AS THE ROAD IS NARROW AT THAT POINT. THE CAR CAME BEHIND ME AND TRIED TO SQUEEZE BETWEEN ME AND ONCOMING TRAFFIC. HIS WING MIRROR HIT MY ARM AND CAUSED ME TO TUMBLE INTO THE ROAD. LUC
15/09/2020	20981151	620090	221329	3	1. Dry	1. Daylight		1	0. No turn	17:10:00	VEHICLE 2 STOPPED TO PASS A CYCLIST AND VEHICLE 1 WENT IN TO THE REAR OF VEHICLE 2
21/09/2020	20983665	610436	223598	3	1. Dry	1. Daylight		2	0. No turn	13:30:00	VEHICLE 2 WAS TRAVELLING ALONG THE A133 ROUNDABOUT WITH INTENTION OF GOING STRAIGHT ONTO THE A120 - VEHICLE 1 CAME ALONGSIDE VEHICLE 2 IN THE LEFT LANE AND HIT VEHICLE 2 AND FAILED TO STOP - VEHICLE 2 FOLLWED VEHICLE 1 BUT IT FAILED TO STOP - AN IND
22/09/2020	20983271	611742	223362	3	1. Dry	1. Daylight		2	0. No turn	12:14:00	VEHICLE 1 HAS BEEN RAVELLING FROM CLACTON TOWARDS COLCHESTER WHERE IT HAS BEEN BEHIND VEHICLE 2. VEHICLE 2 HAS SLOWED TO A STOP DUE TO A THIRD VEHICLE STOPPING AT A JUNCTION WHERE IT INTENDED ON DRIVING INTO A PETROL STATION, THIS HAS CAUSED VEHICL
27/09/2020	20990246	617160	216495	3	1. Dry	1. Daylight		2	0. No turn	17:00:00	V2 SLOWED DOWN FOR THE ROUNDABOUT AND PULLED TO STOP AS WAS NOT CLEAR TO PROCEED WHEN V1HIT V2 FROM BEHIND SHUNTING V2 FORWARD ABOUT A FOOT. V1 FAILED TO STOP.
29/09/2020	20985478	618735	216259	2	1. Dry	1. Daylight		2	0. No turn	17:28:00	V1 HAS APPROACHED THE MINI-ROUNDABOUT AT THE BOTTOM OF HOLLAND ROAD JUNCTION WITH VALLEY ROAD, AND FAILED TO STOP, BEFORE DRIVING ACROSS THE ROUNDABOUT AND INTO A WALL OUTSIDE A RESIDENTIAL PROPERTY.
07/10/2020	20987687	613570	222531	2	2. Wet/Damp	4. Darkness: street lights present and		1	0. No turn	06:29:00	VEH 1 TRAVELLING EAST TOWARDS A133 WEELEY ROUNDABOUT AND COLLIDED OFF CARRIAGEWAY INTO HEAVYVDUTY LAMP POST.
08/12/2020	201005149	617255	220554	2	2. Wet/Damp	1. Daylight		1	2. Right turn	12:22:00	VEHICLE ONE WAS TRAVELLING ALONG TAN LANE TOWARDS HARWICH ROAD (NW). AT THE GIVE WAY FOR HARWICH ROAD VEHICLE ONE TURNED RIGHT ONTO HARWICH ROAD (NE) DIRECTLY INTO THE PATH OF VEHICLE TWO WHICH WAS TRAVELLING ALONG HARWICH ROAD TOWARDS LITTLE CLACTON
11/12/2020	201006287	621028	217534	3	2. Wet/Damp	6. Darkness: no street lighting		1	0. No turn	23:27:00	VEHICLE 1 DRIVING NORTHBOUND ALONG THE B1032 FROM CLACTON TOWARDS FRINTON ON SEA WHEN IT HAS LOST CONTROL FOR REASONS UNKNOWN AND SLID SIDWAYS INTO INTO A TREE.
11/12/2020	201006375	617660	216440	3	2. Wet/Damp	4. Darkness: street lights present and		1	0. No turn	06:52:00	MALE HAS APPROACHED MINI ROUND ABOUT FROM NORTH TO SOUTH ON ST JOHNS ROAD LEADING TO OLD ROAD. MALE WAS ON HIS BIKE AND WHILE CROSSING THE ROUNDABOUT SUSPECT CAR HAS APPROACHED THE ROUNDABOUT FROM THE CYCLIST LEFT SIDE. SUSPECT HAS NOT LOOKED RIGHT W
02/01/2021	211011384	620038	221361	3	1. Dry	6. Darkness: no street lighting		1	0. No turn	21:22:00	VEHICLE 1 WAS TRAVELLING NORTH WEST FROM KIRBY CROSS TOWARDS THORPE-LE-SOKEN, VEHICLE 1 HAS COLLIDED WITH A TELEGRAPH POLICE BOUNCED OFF OF IT AND COLLIDED WITH A DITCH
20/01/2021	211017600	617970	216290	3	1. Dry	4. Darkness: street lights present and		1	2. Right turn	20:37:00	PROCEEDED EASTERLY ALONG THE ROAD, VEHICLE WAS CLOSE BEHIND ME FOR A FEW HUNDRED YARDS PRIOR. WANTED TO TURN BACK WESTERLY SO SLOWED VERY EARLY AND SHIFTED TO THE LEFT HAND SIDE OF THE ROAD TO GIVE MYSELF ROOM TO TURN. I HAD MADE IT AS FAR AS 90 DE

28/01/2021	211017781	618751	216260	3	2. Wet/Damp	1. Daylight		2	2. Right turn	14:50:00	VEH 1 HAS BEEN TRAVELLING FROM CLACTON ON HOLLAND ROAD B1032 , WITH THE INTENTION TO TURN RIGHT ON TO THE CONTINUATION OF THE B1032 HOLLAND ROAD, AT THE ROUNDABOUT JUNCTION WITH HOLLAND ROAD AND VALLEY ROAD 1027. VEH 2 HAS BEEN TRAVELLING TOWARDS
22/02/2021	211023133	615995	222534	2	1. Dry	1. Daylight		1	0. No turn	11:06:00	V1 ATTENDED THE LOCATION TO DELIVER AGGREGATE TO A BUILDING SITE. AS V1 WAS MANOEUVRING FORWARD AT WALKING PACE IT HAS STRUCK C1 CAUSING SERIOUS INJURY TO LEG AND PELVIS.
26/02/2021	211024297	613696	221598	2	1. Dry	1. Daylight		1	0. No turn	13:15:00	V1 TRAVELLING FROM CLACTON DIRECTION TOWARDS WEELEY IN THE GENERAL DIRECTION OF THE BP SERVICES, WHEN DUE TO A VEHICLE FAILURE, C1 HAS LOST CONTROL AND FALLEN OFF OF V1. BELIEVED V1 SUFFERED FRONT PUNCTURE.
02/03/2021	211025512	614180	222376	3	1. Dry	4. Darkness: street lights present and		2	0. No turn	20:15:00	VEHICLE 1 TRAVELLING WEST ALONG COLCHESTER ROAD TOWARDS THE GENERAL DIRECTION OF COLCHESTER WHEN V1 COLLIDES WITH THE KERB LOSING CONTROL AND FLIPPING OVER
06/03/2021	211026224	620067	221337	2	2. Wet/Damp	6. Darkness: no street lighting		1	0. No turn	22:45:00	VEHICLE ONE WAS TRAVELLING NORTH WEST ALONG B1033 TOWARDS WEELEY WHEN THE VEHICLE LEFT THE CARRIAGEWAY TO THE OFFSIDE BEFORE COLLIDING WITH A TELEGRAPH POLE.
16/03/2021	211028654	618059	222170	2	1. Dry	1. Daylight		1	0. No turn	15:20:00	VEH 001 WAS TRAVELLING NORTH EAST ON STATION ROAD. PER 001 WAS TRAVELLING SOUTH WEST ON STATION ROAD. PER 001 HAS THEN TRIPPED OVER AS VEH 001 WAS PASSING AND VEH 001 HIT PER 001.
29/03/2021	211031806	617217	216475	3	1. Dry	1. Daylight		1	2. Right turn	14:51:00	V1 WAS ON THE PAVEMENT BETWEEN LI DON ROAD AND ST JOHNS ROAD. V1 DID IT SLOW DOWN AND AS SUCH HAS GONE INTO A LIVE LANE OF ONCOMING TRAFFIC TO WHICH HE HAS HIT V2. SPOKE TO TRAFFIC SKIPPER, NO ONE REPORTED, LEARNING POINT FOR V1.
30/04/2021	211041675	614698	221770	3	1. Dry	1. Daylight		1	2. Right turn	16:35:00	AS I WAS DRIVING DOWN THE B1441 TOWARDS WEELEY HEATH A CHILD CYCLED STRAIGHT ONTO THE ROAD WITHOUT WARNING OR CHECKING FOR ANY VEHICLES. THE CHILD WAS INITIALLY CYCLING DOWN THE PATH AND THEN TURNED IMMEDIATELY RIGHT ONTO THE ROAD TO CROSS THE ROAD
04/05/2021	211041901	621013	217212	2	1. Dry	1. Daylight		3	0. No turn	11:28:00	V2 AND V3 WERE TRAVELLING ALONG THE B1032 IN THE GENERAL DIRECTION OF FRINTON FROM CLACTON. V1 WAS TRAVELLING IN THE OPPOSITE DIRECTION. V1 HAS BEEN SEEN TO 'ZIG ZIG' ACROSS BOTH LANES AND HAS DRIVEN INTO THE PATH OF AND COLLIDED WITH V2. THIS C
02/06/2021	211051571	618098	222238	3	1. Dry	4. Darkness: street lights present and		2	2. Right turn	21:50:00	VEHICLE 1 WAS TRAVELLING FROM WEST TO EAST ALONG THE B1033, IT WAS THEN CONDUCTING A MANOUVERE GOING SOUTH ONTO THE B1414 CROSSING INTO THE PATH OF V2 WHICH WAS GOING FROM EAST TO WEST ON THE B1033.
07/06/2021	211053023	612330	228854	2	1. Dry	1. Daylight		1	0. No turn	11:33:00	APPARENTLY VEH 1 TRAVELLING NORTH ON B1035 WAS ON THE WRONG SIDE OF THE ROAD AND COLLIDED WITH ON-COMING VEH 2 TRAVELLING SOUTH. VEH 1 THEN LOST CONTROL AND SPAN OUT OF CONTROL BEFORE RIDER WAS THROWN OFF AND INTO ROADSIDE GRASS DITCH.
13/06/2021	211055312	613634	222261	3	1. Dry	1. Daylight		3	0. No turn	19:45:00	VEHICLE 1 WAS TRAVELLING ON THE A133 FROM EAST TO WEST AND COLLIDED WITH VEHICLE 2 WHO WAS TRAVELLING IN THE SAME DIRECTION
18/07/2021	211068695	610274	223778	3	1. Dry	1. Daylight		3	0. No turn	08:46:00	THERE HAS BEEN TRAFFIC AT STANDSTILL APPROACHING THE JUNCTION WHERE THE A120 JOINS THE A133. THE TOYOTA HAS BEEN DRIVING AT AROUND 50 MILES PER HOUR ALONG THE A120 AND HAS BEEN DISTRACTED BY SOMETHING UNKNOWN. THE TOYOTA HAS COLLIDED WITH THE REAR OF
26/07/2021	211070845	611924	223135	2	1. Dry	1. Daylight		2	0. No turn	15:15:00	THE DRIVER OF VEHICLE 1 ADMITTED TO POLICE AT THE SCENE THAT HE WAS DISTRACTED AND TALKING TO THE PASSENGER WHEN HE HAS CLIPPED THE KERB ON THE WEST BOUND CARRIAGEWAY. THIS HAS CAUSED HIS CAR TO VEER ACROSS THE ROAD AND COLLIDE WITH THE OFFSIDE OF THE R
27/07/2021	211070813	618751	216428	3	1. Dry	1. Daylight		1	0. No turn	16:57:00	V1 WAS TRAVELLING IN A NORTH WESTERLY DIRECTION WHEN IT HAS COLLIDED WITH C1. C1 HAS ENTERED THE CARRIAGE WAY IN A NORTH EASTERLY DIRECTION AND HAS CYCLED OUT IN FRONT OF V1 PRIOR TO THE COLLISION.
14/08/2021	211076979	616286	218051	2	1. Dry	1. Daylight		1	0. No turn	18:00:00	SINGLE VEHICLE RTC- MOTORCYCLE HAS FAILED TO NEGOTIATE THE ROUNDABOUT, TRAVELLING SOUTH HEADING TOWARDS THE A133 ON BOVILLS ROUNDABOUT TOWARDS CLACTON. THE MOTORCYCLE HAS COLLIDED WITH THE KERB FOR THE KEEP LEFT BOLLARDS AND ROAD SIGNS, MOUNTED THE

15/08/2021	211079026	611053	223459	3	1. Dry	1. Daylight		2	0. No turn	11:45:00	EMERGENCY VEHICLE NUMBER: 175 STOPPED FOR AMBULANCE, CRASHED INTO BY FOLLOWING CAR AS THEY PULLED AN EMERGENCY STOP, THIS CAR WAS ALSO HIT BY ANOTHER FOLLOWING CAR, AMBULANCE CAUSED THE ACCIDENT DUE TO CAUSING CARS TO STOP - MYSELF AND MY BOYFRIEND W
15/08/2021	211077485	612692	222851	3	1. Dry	1. Daylight		2	0. No turn	11:27:00	VEHICLES 1, 2 AND 3 HEADING A133 TOWARDS WEELEY FROM FRATING. VEHICLE 3 SLOWS DUE TO TRAFFIC AHEAD, VEHICLE 2 SLOWS BEHIND VEHICLE 3, VEHICLE 1 FAILS TO SLOW SUFFICIENTLY AND COLLIDES INTO THE REAR OF VEHICLE 2 SHUNTING IT INTO VEHICLE 3.
20/08/2021	211081514	616235	218123	3	1. Dry	1. Daylight		1	0. No turn	11:30:00	I WAS STOPPED AT THE ROUNDABOUT, AS THERE WAS A CAR ON THE ROUNDABOUT GOING IN THE DIRECTION I WAS INDICATING TO GO. THE YELLOW MERCEDES BEHIND HIT INTO THE BACK OF MY CAR.
25/08/2021	211080925	616450	223842	2	1. Dry	6. Darkness: no street lighting		1	0. No turn	20:50:00	VEH1 WAS TRAVELLING NORTHWEST ALONG THORPE ROAD TOWARDS THORPE ROAD. AS VEH3 HAS TRIED TO PASS VEH1 TO ITS NEAR SIDE VEH1 HAS DRIVEN INTO VEH3 COLLIDING OFFSIDE TO NEAR SIDE. VEH4 HAS ALSO PASSED VEH1 TO ITS NEAR SIDE. AS VEH4 PASSED VEH1 HAS DRI
26/09/2021	211091924	609541	225212	2	1. Dry	1. Daylight		1	0. No turn	14:45:00	VEHICLE 1 WAS TRAVELLING ALONG THE A120 FROM COLCHESTER TOWARDS HARWICH. AT THE OFF SLIP FOR THE A133 VEHICLE HAS TAKEN THE OFF SLIP HOWEVER HAS LOST CONTROL AND LEFT THE ROAD COLLIDING WITH A TREE BEFORE COMING TO REST.
25/10/2021	211102236	609376	225138	3	1. Dry	1. Daylight		1	0. No turn	07:30:00	VEH1 AND VEH2 ARE TRAVELLING EAST JOINING THE A120 FROM THE A133. VEH1 MERGES ONTO LANE 1 FROM THE SLIP BEHIND A HGV BEFORE PULLING SHARPLY INTO LANE 2. VEH1 LOSES CONTROL AND COLLIDES WITH THE CENTRAL BARRIER BEFORE REBOUNDED AND SKIDDING ACROSS
05/11/2021	211106306	613702	221577	3	1. Dry	1. Daylight		1	2. Right turn	07:26:00	VEHICLE 1 TRAVELLING TOWARDS WEELEY, PASSING STATIONARY TRAFFIC ON THE HATCHINGS. VEHICLE 2 TRAVELLING TOWARDS WEELEY, DECIDED TO PERFORM A U TURN IN THE ROAD TO CHANGE DIRECTION. VEHICLE 1 THEN COLLIDED INTO THE SIDE OF VEHICLE 2.
22/11/2021	211114678	617939	216626	3	1. Dry	1. Daylight		1	2. Right turn	07:45:00	V2 WAS CYCLING ON THE LEFT SIDE OF THE ROAD AFTER DELIVERING A PAPER TO 57 KESTREL WAY AND WAS HEADED TOWARDS 36 KESTREL WAY, APPROACHING THE CRAIGFIELD AVENUE JUNCTION. WHILST V2 PASSED V1 HAD ARRIVED AT THE JUNCTION AND THEN TRIED TO TURN RIGHT CO
01/12/2021	211121459	610440	223603	3	1. Dry	1. Daylight		1	0. No turn	06:50:00	V2 APPROACHING ROUNDABOUT JUNCTION, HEADING NORTH TOWARDS COLCHESTER. V1 BEHIND V2. V2 STOPPED TO ALLOW ANOTHER VEH TO COMPLY ROUNDABOUT. V1 STRUCK REAR OF V2. V1 FAILED TO STOP
07/12/2021	211118062	610455	223630	3	2. Wet/Damp	4. Darkness: street lights present and		2	0. No turn	02:30:00	VEHICLE ONE TRAVELLING SOUTH EAST ALONG THE A120 HAS LEFT THE CARRIAGEWAY TO THE NEAR SIDE AT THE JUNCTION FOR A133 COLCHESTER ROAD, ENDING UPSIDE DOWN IN A DITCH. DRIVER OF VEHICLE ONE WAS IMPAIRED BY ALCOHOL AND DISQUALIFIED FROM DRIVING.
16/12/2021	211121715	616952	223013	2	1. Dry	6. Darkness: no street lighting		1	0. No turn	06:00:00	V1 TRAVELING ALONG B1033 FROM DIRECTION OF THORPE GREEN TOWARDS WEELEY. V1 LEFT THE CARRIAGEWAY ON THE OFFSIDE LOST TRACTION OF THE GRASS VERGE AND FELL TO FLOOR.
26/12/2021	211126493	610429	223636	2	2. Wet/Damp	4. Darkness: street lights present and		1	0. No turn	20:38:00	V1 WAS TRAVELLING ALONG THE A120 FROM COLCHESTER TOWARDS CLACTON. V1 LEFT THE A120 ONTO THE A133 ON SLIP AND APPROACHED FRATING ROUNDABOUT. V1 HAS FAILED TO OBSERVE THE ROUNDABOUT AND STRUCK THE INSIDE OF THE ROUNDABOUT, CAUSING THE VEHICLE TO RAISE
26/01/2022	221136574	613627	222435	3	2. Wet/Damp	1. Daylight		1	1. Left turn	08:25:00	D1 STATED THAT HE WAS DRIVING UP THE A133 TOWARDS THE WEELEY ROUNDABOUT ON THE OUTSIDE LANE WITH THE INTENTION OF HEADING UP COLCHESTER ROAD TOWARDS FRATING. AS HE HAS APPROACHED THE ROUNDABOUT HE HAS SLOWED DOWN TO AROUND 30 MPH HAS LOOKED RIGHTBELIEVI
07/02/2022	221140971	614679	221978	3	1. Dry	1. Daylight		1	2. Right turn	14:45:00	V1, A PRIVATE ELECTRIC SCOOTER WAS TRAVELLING ALONG THE STREET, WEELEY ON THE PAVEMENT. V1 WAS TRAVELLING WEST ALONG THE PAVEMENT BEFORE ENTERING THE ROAD TO TRAVEL NORTH EAST CONTINUING ON THE STREET. V2 WAS TRAVELLING WEST ALONG THE STREET HEADING
19/02/2022	221145203	619597	216442	3	2. Wet/Damp	1. Daylight		1	0. No turn	12:01:00	V1 HAS BEEN TRAVELLING EAST ALONG FRINTON ROAD. C1 HAS BEEN TRAVELLING NORTH HAS EXITED THE PAVEMENT ON FRINTON ROAD AND WALKED OUT IN FRONT OF V1. V1 HAS COLLIDED WITH C1.

24/03/2022	221159363	617900	216292	3	1. Dry	1. Daylight		1	2. Right turn	07:04:00	VEHICLE 1 WAS TRAVELING WESTLY DIRECTION ON VALLEY ROAD HEADING TOWARD THE ROUNDABOUT ON VALLEY JOINING OXFORD ROAD. WHERE HE HAS PROCEEDED TO COLLIDED WITH THE NEARSIDE OF VEHICLE 2. THIS HAS CAUSE BOTH TO DRAG TO THE SOUTH WEST AREA OF MINI ROUNDAB
26/03/2022	221160839	610398	223661	3	1. Dry	1. Daylight		2	0. No turn	11:00:00	V2 TRAVELLING SOUTH ALONG A133 TOWARDS GENERAL DIRECTION OF CLACTON, V1 BEHIND V2. IN A QUEUE FOR ROUNDABOUT JUNCTION V1 STRUCK REAR OF V2
27/03/2022	221158258	612223	228991	3	1. Dry	1. Daylight		1	0. No turn	08:04:00	VEH 1 TRAVELLING SOUTH BOUND ON CLACTON ROAD (B1035) TOWARDS THE GENERAL DIRECTION OF THE A120. VEH 1 LOST CONTROL AND LEFT THE CARRIAGEWAY TO THE OFFSIDE. VEH 1 COLLIDE WITH PRIVATELY OWNED WOODEN FENCE AND WOODEN POWER SUPPLY POLE. DAMAGE CAUS
30/03/2022	221160777	614268	220752	2	2. Wet/Damp	1. Daylight		2	0. No turn	07:15:00	V1 WAS TRAVELLING NORTH WEST ALONG A133 IN THE GENERAL DIRECTION OF WEELEY. V2 AND V3 WE BOTH TRAVELLING IN THE OPPOSITE DIRECTION. V1 HAS VEERED TO THE NEARSIDE AND THEN ONTO THE OFFSIDE INTO THE OTHER CARRIAGEWAY COLLIDING WITH V2. V1 HAS THE SPUN
01/04/2022	221161722	616921	222991	2	2. Wet/Damp	1. Daylight		1	0. No turn	12:05:00	VEHICLE 1 IS A GREY AUDI DRIVEN BY DRIVER 1. VEHICLE 1 IS TRAVELLING IN A SOUTH WESTERLY DIRECTION. VEHICLE 2 IS A BLACK HONDA MOTORCYCLE. VEHICLE 2 IS TRAVELLING IN A SOUTH WESTERLY DIRECTION. VEHICLE 1 HAS APPLIED THE BREAKS DUE TO SLOWING
24/04/2022	221169336	617660	216426	3	1. Dry	4. Darkness: street lights present and		1	0. No turn	01:17:00	V1 HAS BEEN TRAVELLING WEST ON THE B1027 AND HAS LOST CONTROL CRASHING INTO THE PUBLIC HOUSE.
09/05/2022	221175890	617602	216805	3	1. Dry	1. Daylight		1	0. No turn	12:35:00	V3 STATIONARY AT THORPE RD J/W NORTH ROAD FACING SOUTH. V2 BEHIND V3. V1 STRUCK REAR OF V2 FORCING IT INTO V3
17/06/2022	221191157	618240	216388	3	1. Dry	1. Daylight		1	2. Right turn	14:30:00	V2 WAS DRIVING UP VALLEYBRIDGE ROAD FROM VALLEY ROAD WHEN V1 WHO WAS WAITING TO PULL OUT OF FARM FOODS CAR PARK CAME OUT OF THE JUNCTION AND COLLIDED WITH THE DRIVERS SIDE OF V2. DETAILS WERE EXCHANGED.
19/06/2022	221189449	617608	216653	3	1. Dry	1. Daylight		2	2. Right turn	17:55:00	VEH 01 HAS BEEN TRAVELLING ALONG NORTH ROAD TOWARDS THORPE ROAD, STOPPING AT THE JUNCTION WITH RAVENSDALE IN ORDER TO RIGHT ONTO RAVENSDALE. VEH 02 HAS BEEN TRAVELLING ALONG NORTH ROAD IN THE DIRECTION OF ST JOHNS ROAD WITH THE INTENTION OF JOINI
28/06/2022	221193095	619629	216567	3	1. Dry	1. Daylight		1	0. No turn	16:14:00	VEH001 WAS TRAVELLING SOUTH ON IPSWICH ROAD, HOLLAND WHEN VEH002 CROSSED THE ROAD WITHOUT LOOKING. VEH001 THEN STRUCK VEH002.
28/06/2022	221193801	617900	216297	3	1. Dry	1. Daylight		1	0. No turn	14:00:00	V1 HAS COLLIDED WITH V2 CAUSING THE RIDER OF V2 INJURIES. THE DRIVER OF V1 STOPPED AND CHECKED HIS CAR BUT DROVE OFF BEFORE EXCHANGING DETAILS.



Appendix K PIA Clusters (Local Highway Network)

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

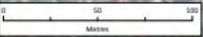
Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024





Appendix L PIA (Strategic Road Network)

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

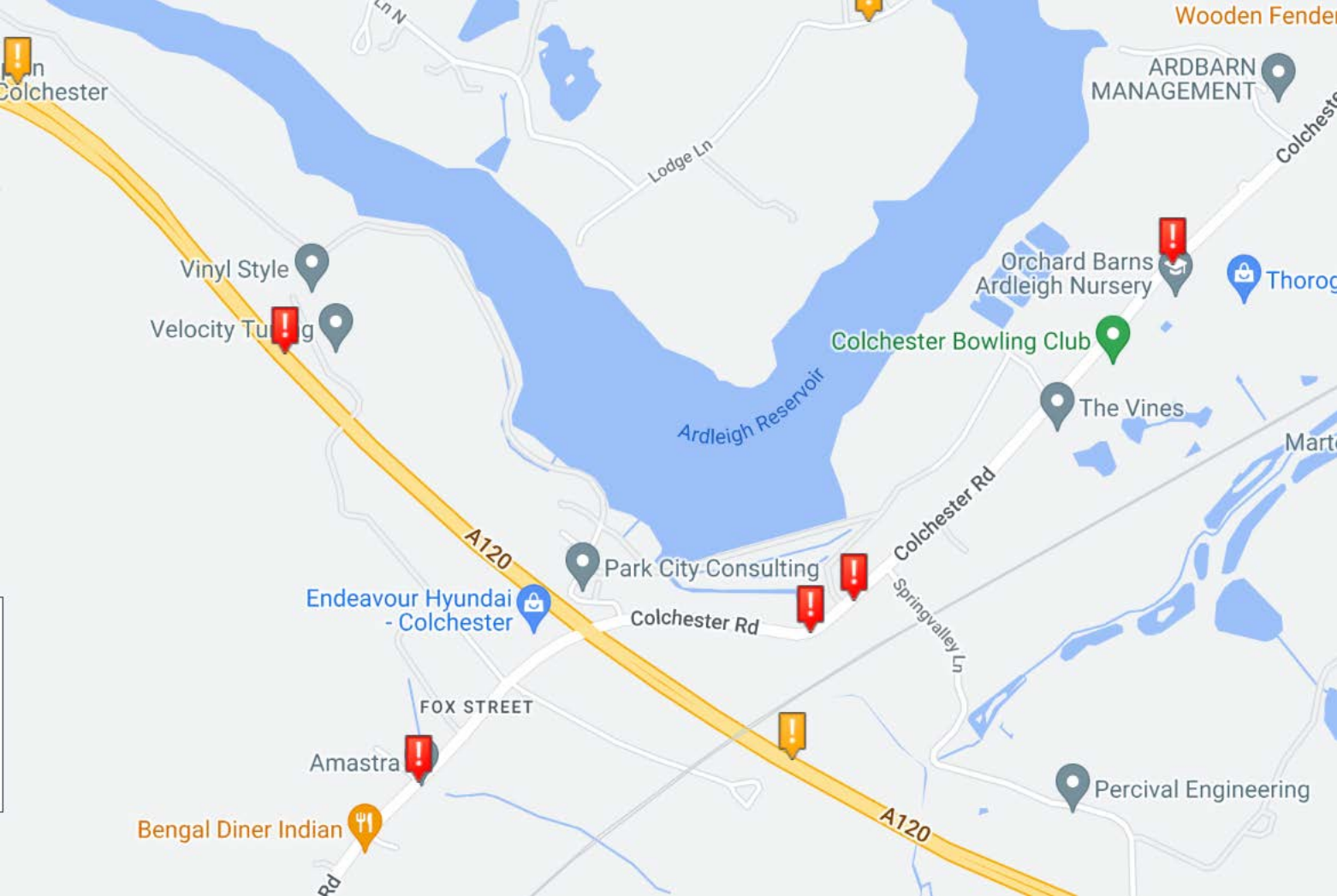
Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024





Colchester

Wooden Fender

ARDBARN MANAGEMENT

Lodge Ln

Vinyl Style

Velocity Tunnelling

Orchard Barns Ardleigh Nursery

Thorog

Colchester Bowling Club

The Vines

Mart

Ardleigh Reservoir

A120

Park City Consulting

Colchester Rd

Endeavour Hyundai - Colchester

Colchester Rd

Springvalley Ln

FOX STREET

Amastra

Percival Engineering

Bengal Diner Indian

A120

Percival Engineering

Ardleigh Fly Fishing Club

Ardleigh Park

Future

Stour Valley Const & Groun

Little Rabbit Barn

Gemma's dog retreat services

Cars Ardleigh

A120

Jubilee Ln

Slough Ln

Slough Ln

Park Rd

Park Rd

Bromley Rd

Bromley Rd

A120

A120

A120

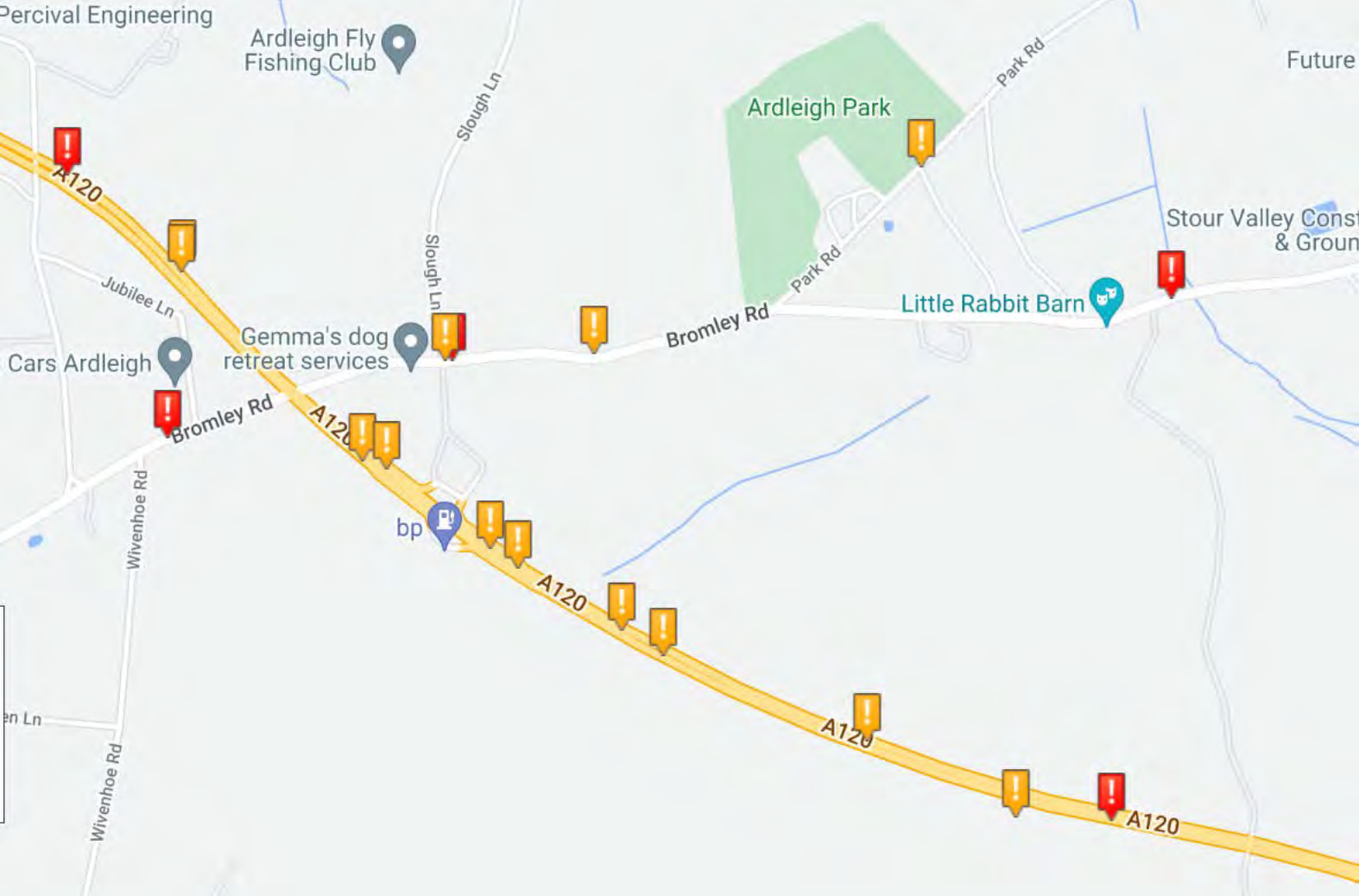
A120

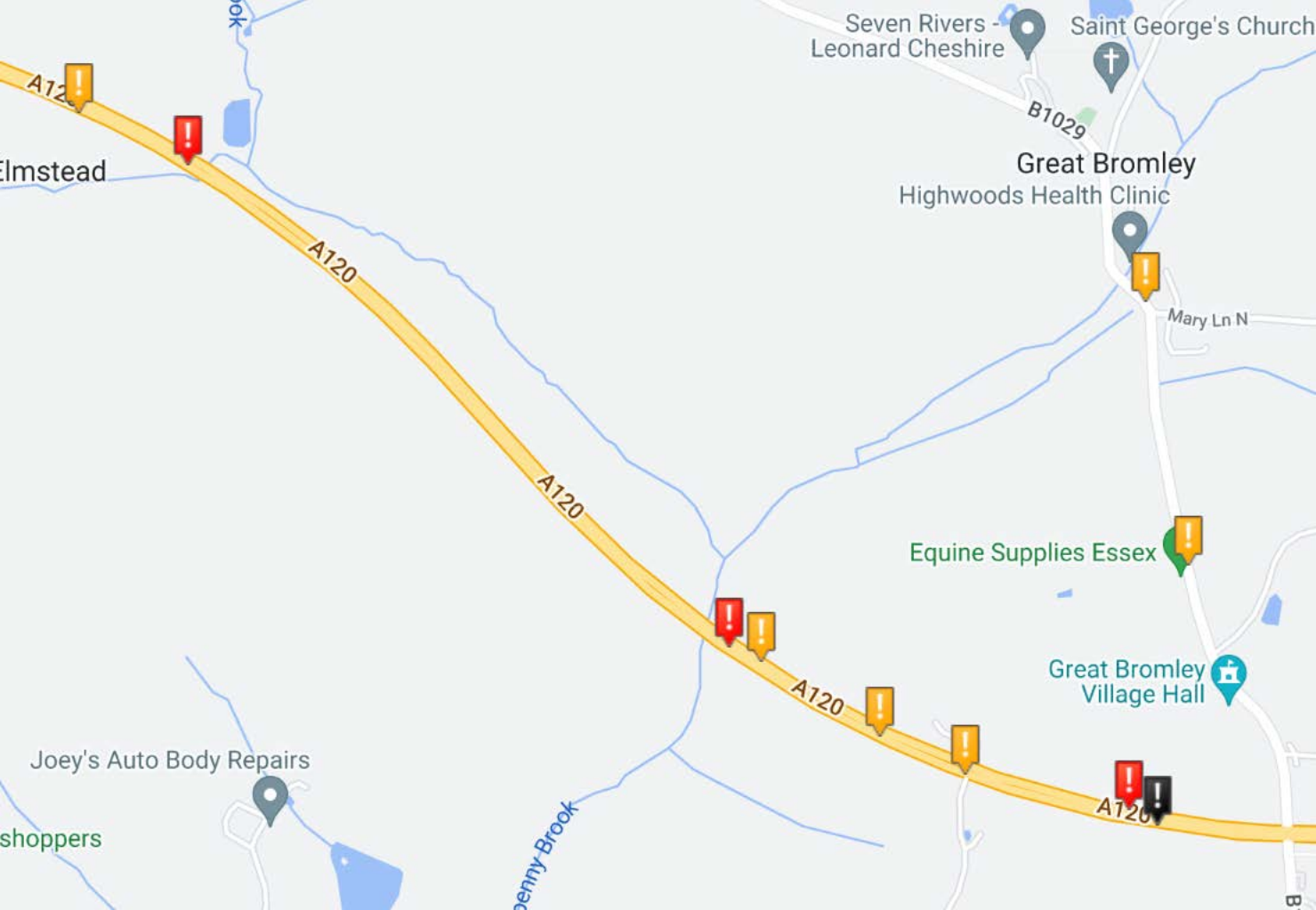
Wivenhoe Rd

bp

en Ln

Wivenhoe Rd





Seven Rivers - Leonard Cheshire
Saint George's Church

B1029

Elmstead

Great Bromley
Highwoods Health Clinic

A120

Mary Ln N

A120

Equine Supplies Essex

Great Bromley
Village Hall

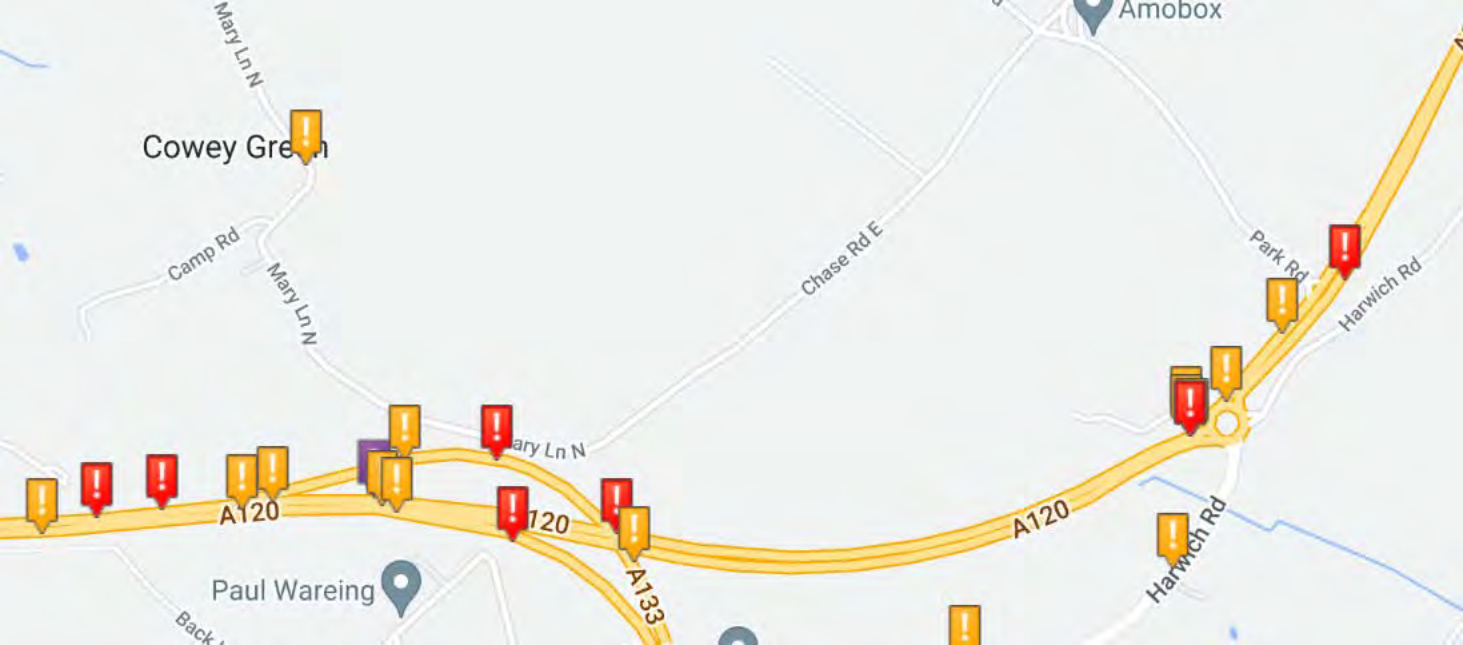
Joey's Auto Body Repairs

shoppers

Penny Brook

A120

A726



Cowey Green

Amobox

Paul Wareing

A120

A120

A133

A120

Harwich Rd

Harwich Rd

Park Rd

Chase Rd E

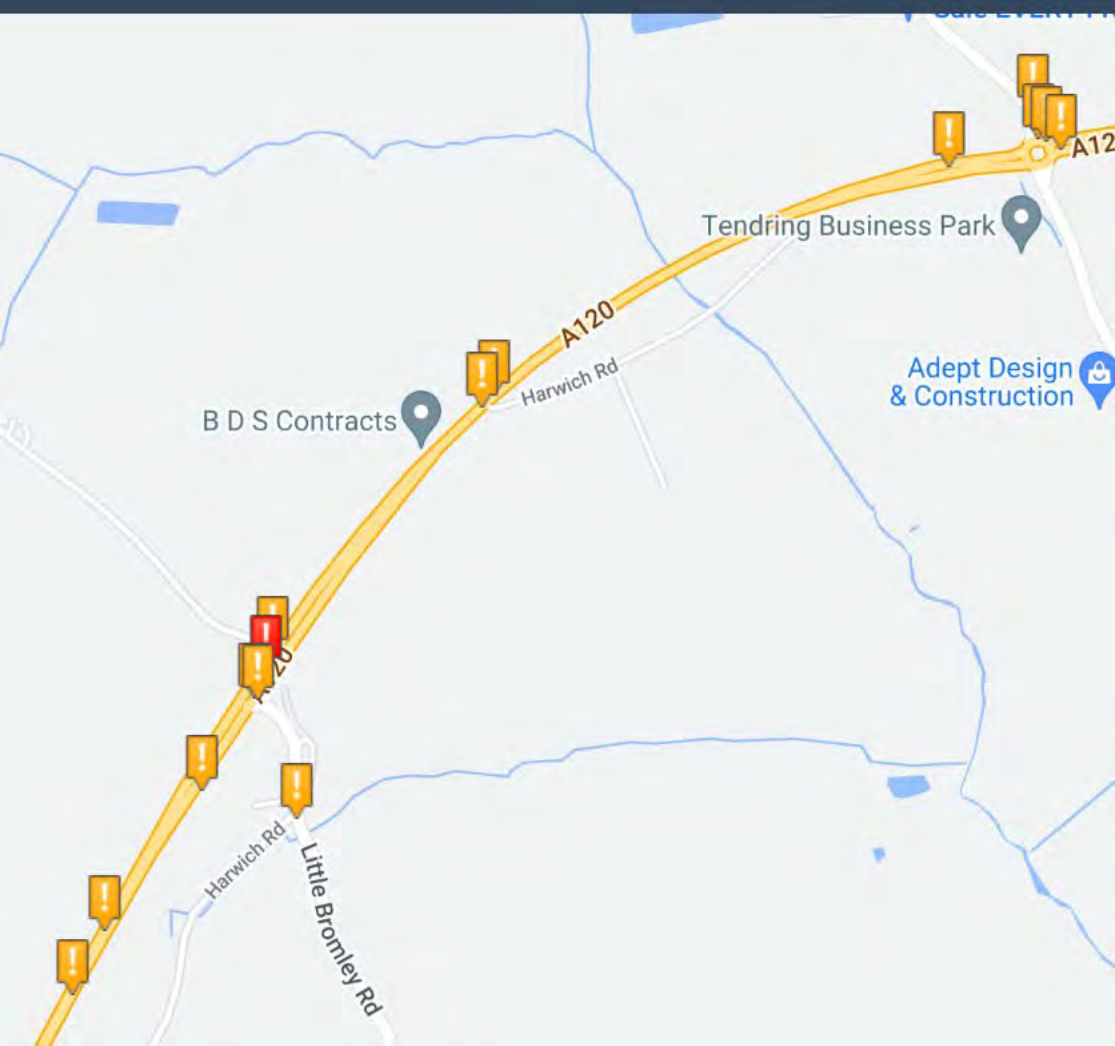
Camp Rd

Mary Ln N

Mary Ln N

Mary Ln N

Back



A120

Tendring Business Park

B D S Contracts

Harwich Rd

Adept Design & Construction

Harwich Rd

Little Bromley Rd

A120

A120

Appendix M Public Rights of Way

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

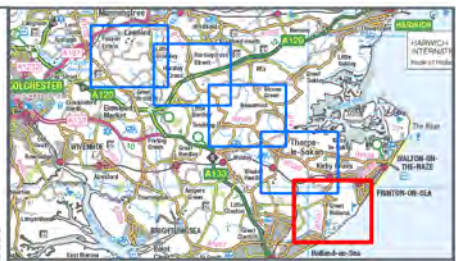
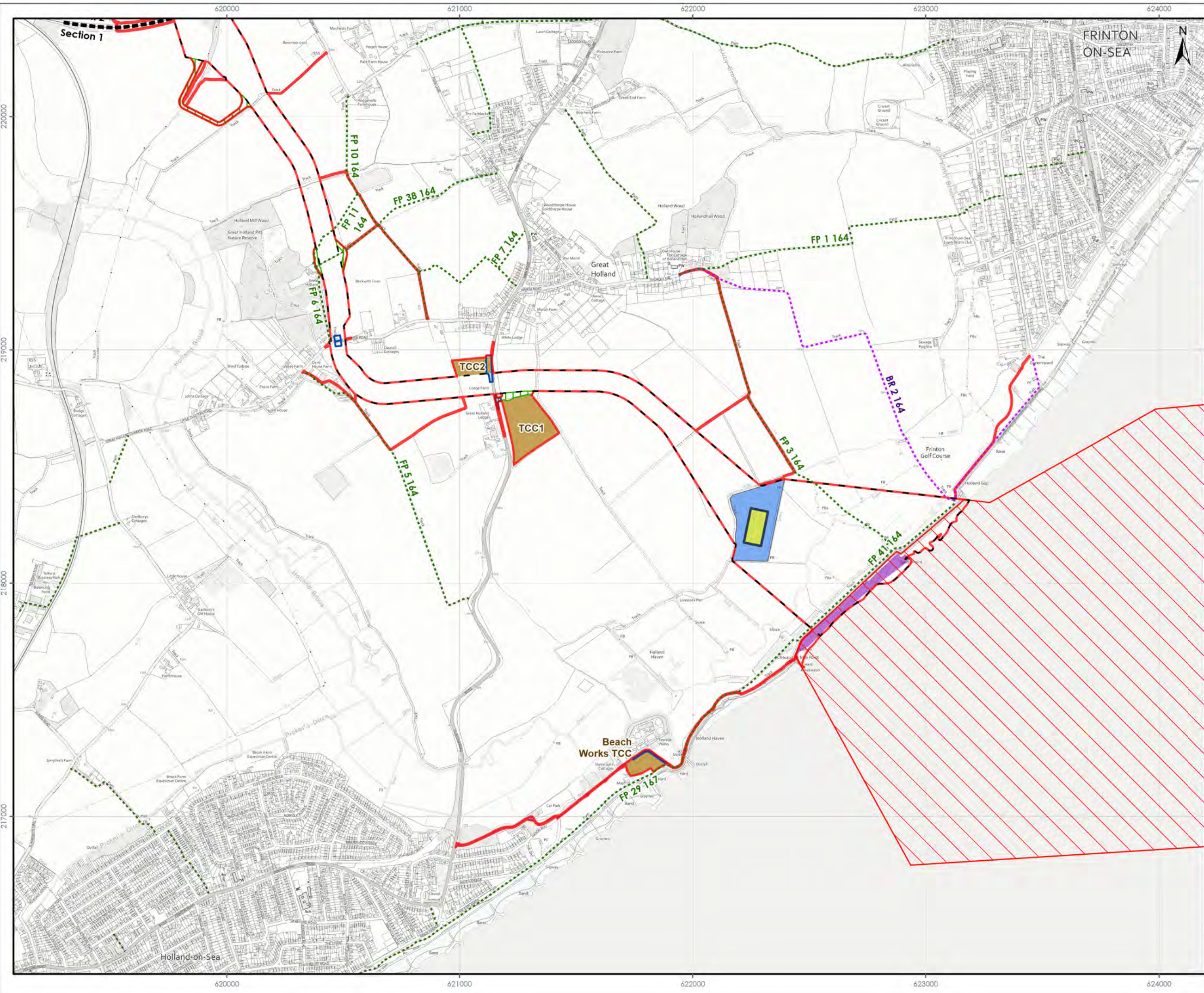
Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

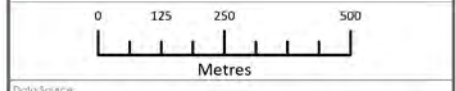
SLR Project No.: 404.V05356.00010

19 March 2024





- LEGEND**
- Onshore Order Limits
 - Offshore Order Limits
 - Onshore Export Cable Corridor Section Division
 - Onshore Export Cable Corridor
 - Temporary Beach Access Zone
 - Temporary Construction Compound
 - Off Route Haul Road
 - Access and Crossing Zone
 - Landfall Compound Zone
 - Indicative Landfall Compound
 - Public Right of Way
 - Footpath
 - Bridleway



Data Source:
 © Crown copyright and database right Ordnance Survey data, all rights reserved, 2023.
 Licence number 0100031873.
 Data provided by Essex County Council.

PROJECT TITLE:
FIVE ESTUARIES OFFSHORE WINDFARM

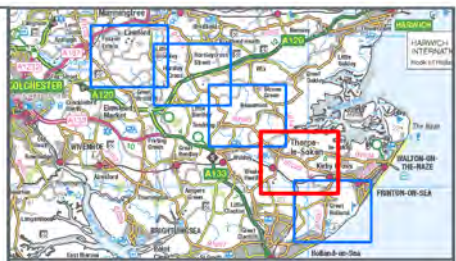
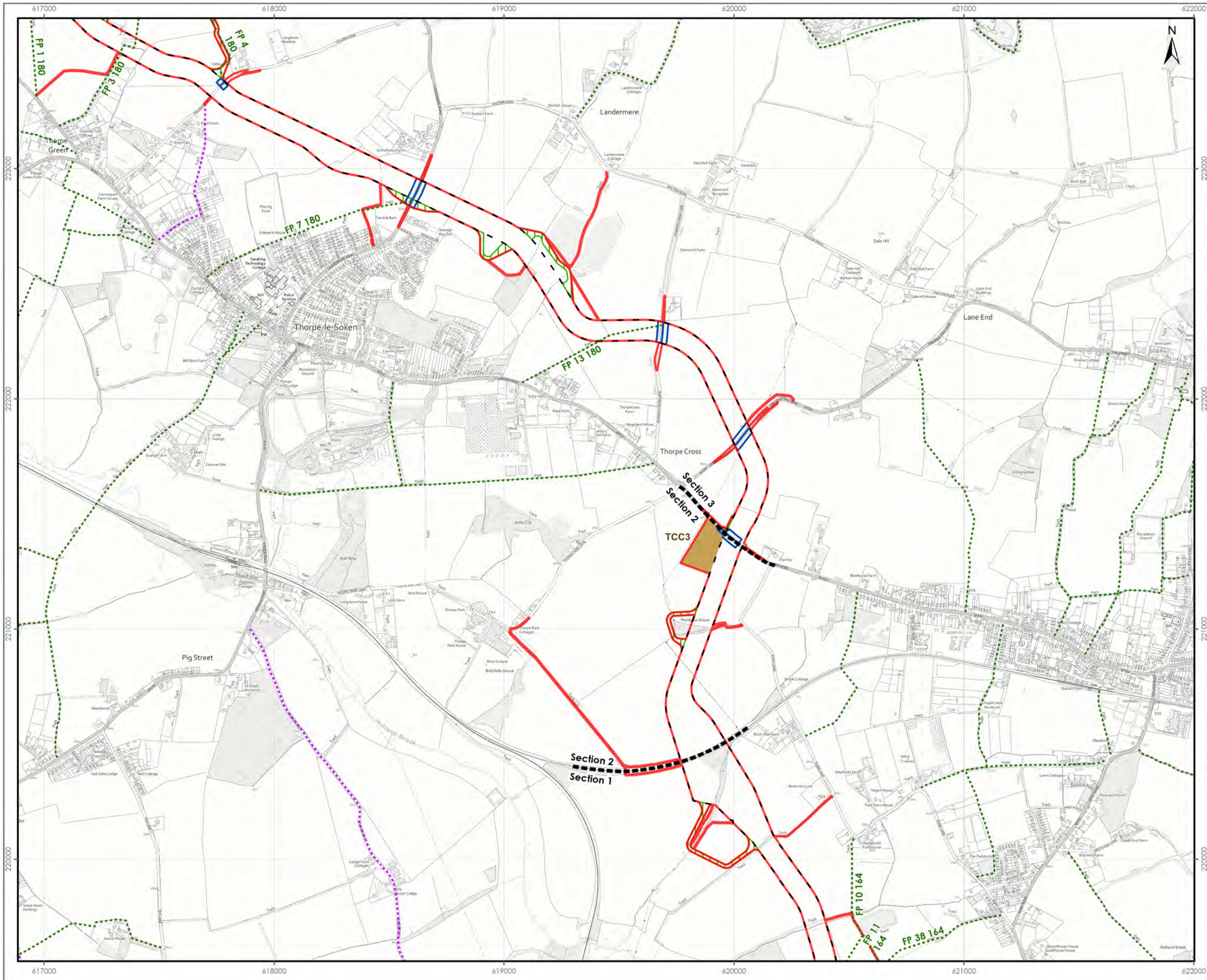
DRAWING TITLE:
PUBLIC RIGHTS OF WAY

VER	DATE	REMARKS	Drawn	Checked
1	14/02/2024	ES Submission	DB	JRS

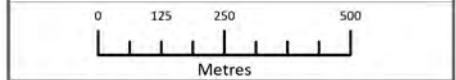
DRAWING NUMBER: 8.7

Sheet No: 1 of 5
 SCALE: 1:15,000 PLOT SIZE: A3 DRAWING: CSGB 1936 PROJECTION: British National Grid





- LEGEND**
- Onshore Order Limits
 - Onshore Export Cable Corridor Section Division
 - Onshore Export Cable Corridor
 - Temporary Construction Compound
 - Off Route Haul Road
 - Access and Crossing Zone
 - Public Right of Way
 - Footpath
 - Bridleway



Data Source:
 © Crown copyright and database right Ordnance Survey data, All rights reserved, 2023.
 License number 0100031673.
 Data provided by Essex County Council.

PROJECT TITLE:
FIVE ESTUARIES OFFSHORE WINDFARM

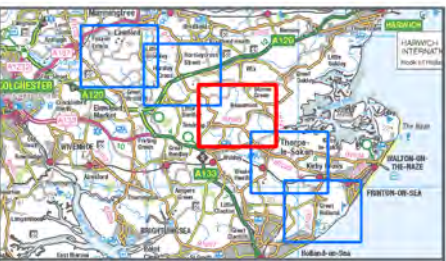
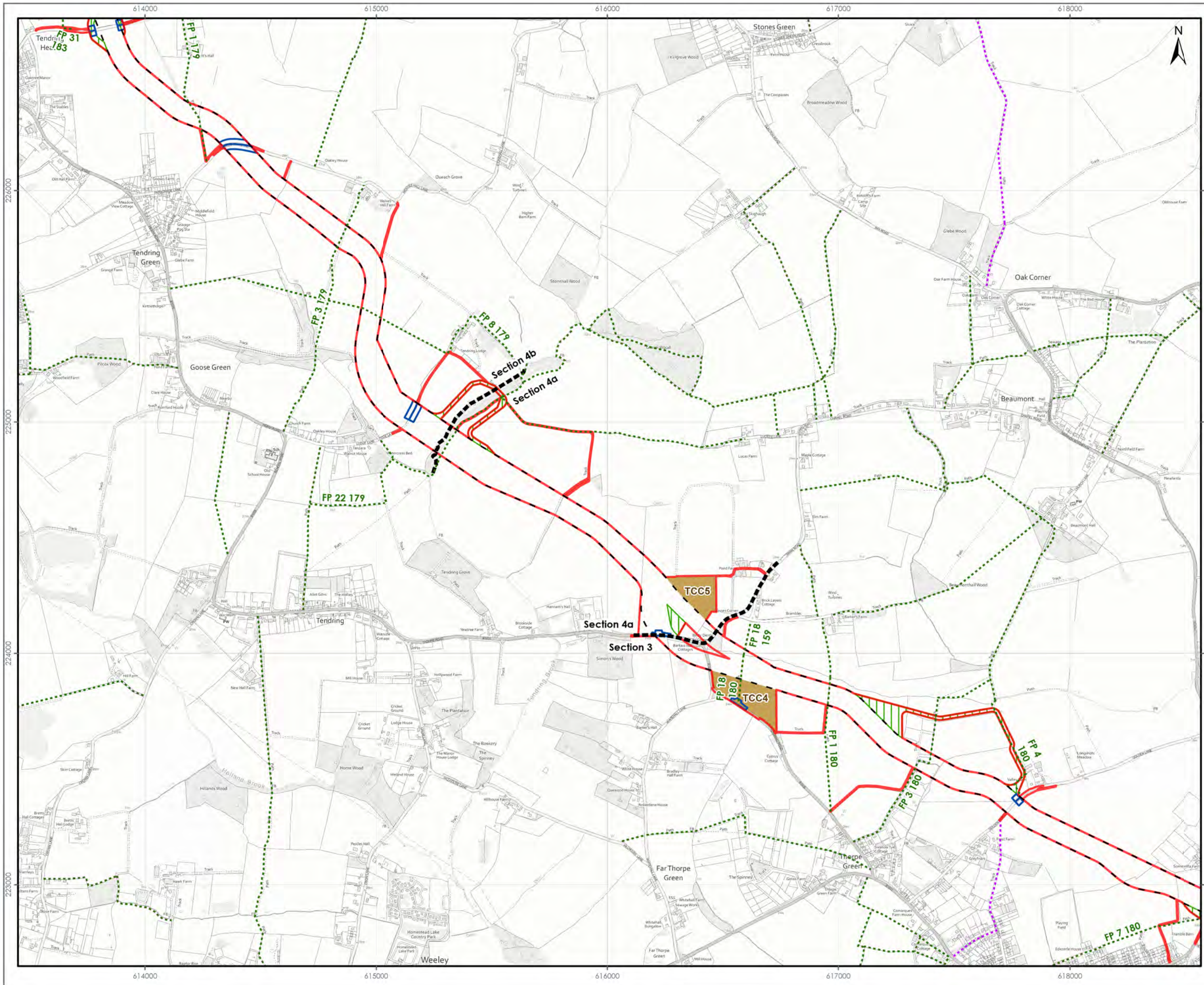
DRAWING TITLE:
PUBLIC RIGHTS OF WAY

VER	DATE	REMARKS	Drawn	Checked
1	16/02/2024	ES Submission	DB	JRS

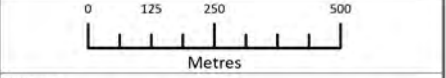
DRAWING NUMBER: 8.7

Sheet No: 2 of 5
 SCALE: 1:25,000 PLOT SIZE: A3 DATE: 05/08/2024 PROJECTOR: British National Grid





- LEGEND**
- Onshore Order Limits
 - Onshore Export Cable Corridor
 - Onshore Export Cable Corridor
 - Temporary Construction Compound
 - Off Route Haul Road
 - Access and Crossing Zone
 - Public Right of Way
 - Footpath
 - Bridleway



Data Source:
 © Crown copyright and database right Ordnance Survey data, All rights reserved, 2023.
 License number 0100031473.
 Data provided by Essex County Council.

PROJECT TITLE:
FIVE ESTUARIES OFFSHORE WINDFARM

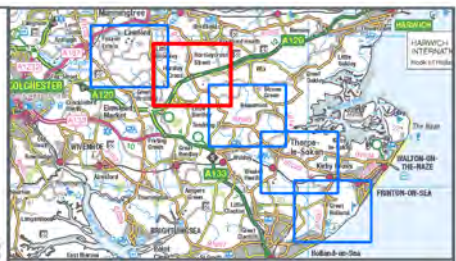
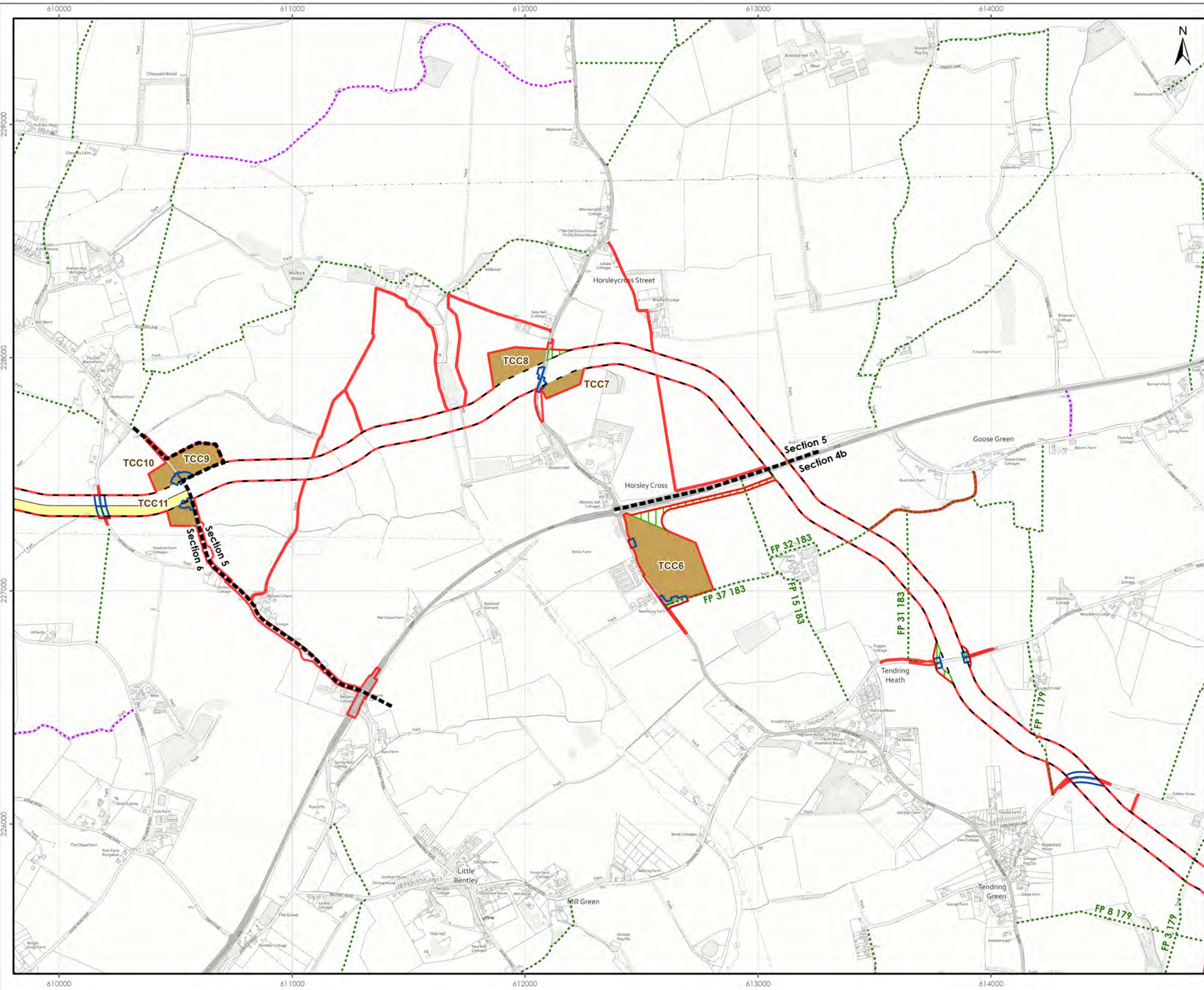
DRAWING TITLE:
PUBLIC RIGHTS OF WAY

VER	DATE	REMARKS	Drawn	Checked
1	14/02/2024	ES Submission	DB	JRS

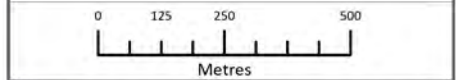
DRAWING NUMBER: 8.7

Sheet No: 3 of 5
 SCALE: 1:25,000 PLOT SIZE: A3 DATE: 03/08/2024 PROJECTION: British National Grid





- LEGEND**
- Onshore Order Limits
 - Onshore Export Cable Corridor Section Division
 - Onshore Export Cable Corridor
 - Substation Temporary Construction Haul Road
 - Temporary Construction Compound
 - Off Route Haul Road
 - Access and Crossing Zone
 - Public Right of Way
 - Footpath
 - Bridleway



Data Source:
 © Crown copyright and database right Ordnance Survey data, All rights reserved, 2023.
 License number 0100031473.
 Data provided by Essex County Council.

PROJECT TITLE:
FIVE ESTUARIES OFFSHORE WINDFARM

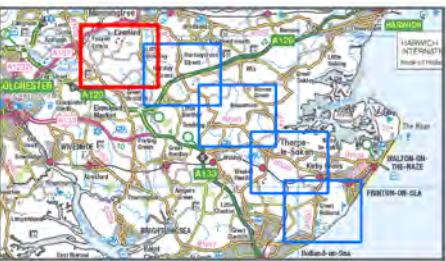
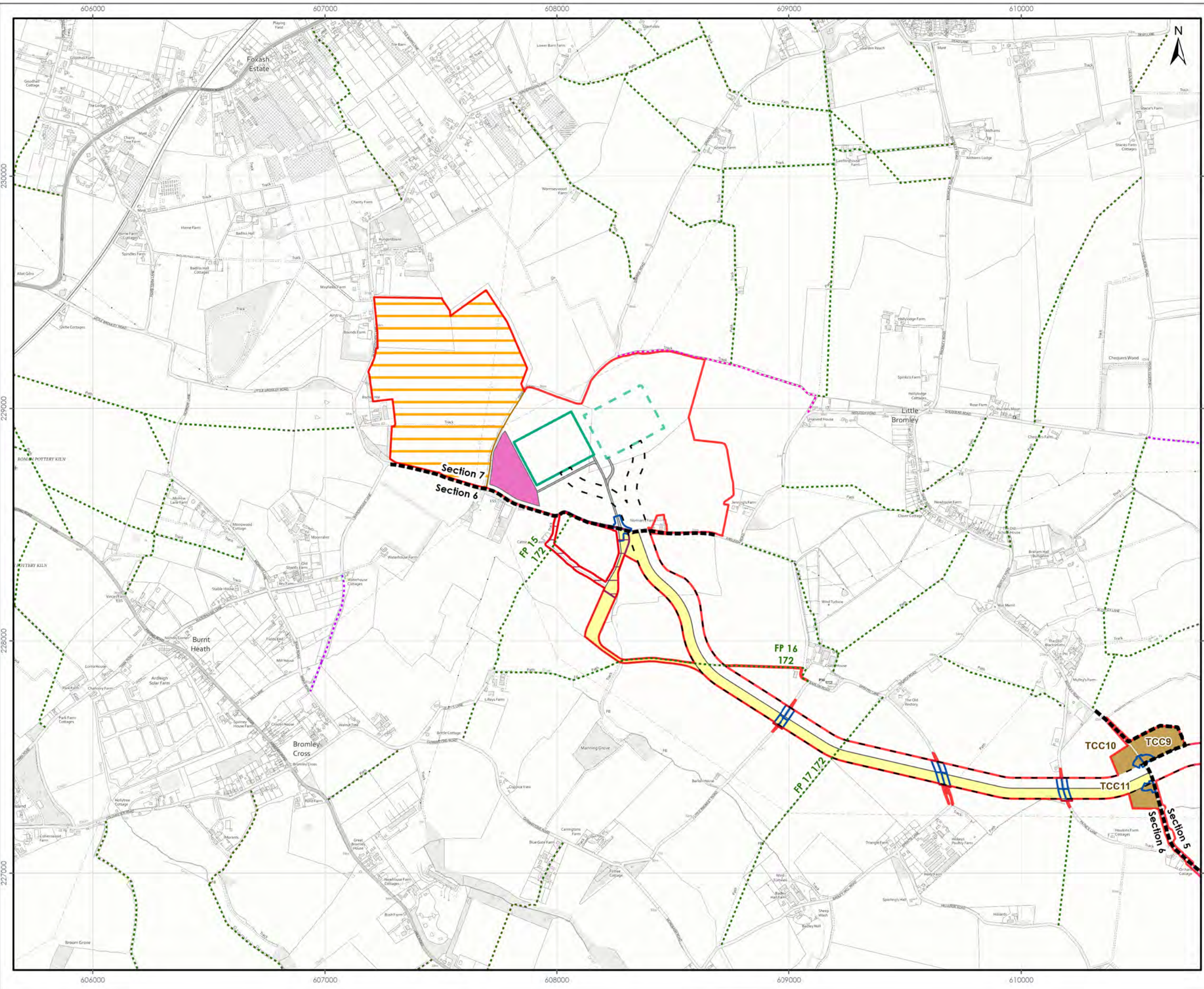
DRAWING TITLE:
PUBLIC RIGHTS OF WAY

VER	DATE	REMARKS	Drawn	Checked
1	14/02/2024	ES Submission	DB	JRS

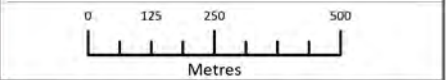
DRAWING NUMBER: 8.7

Sheet No: 4 of 5
 SCALE: 1:25,000 PLOT SIZE: A3 DATE: 05/08/2024 PROJECTION: British National Grid





- LEGEND**
- Onshore Order Limits
 - Onshore Export Cable Corridor Section Division
 - Onshore Export Cable Corridor
 - Substation Operational Boundary
 - Substation Temporary Construction Compound
 - Ardleigh Road Drainage Zone
 - Indicative Substation Access Route
 - Substation Temporary Construction Haul Road
 - North Falls Indicative Substation Operational Boundary
 - Temporary Construction Compound
 - Access and Crossing Zone
 - National Grid EACN Substation Zone
 - Public Right of Way
 - Footpath
 - Bridleway
 - Byway



Data Source:
 © Crown copyright and database right. Ordnance Survey data, all rights reserved, 2023.
 License number 010031873.
 Data provided by Essex County Council.

PROJECT TITLE:
FIVE ESTUARIES OFFSHORE WINDFARM

DRAWING TITLE:
PUBLIC RIGHTS OF WAY

VER	DATE	REMARKS	Drawn	Checked
1	16/02/2024	ES Submission	DB	JRS

DRAWING NUMBER: 8.7

Sheet No: 5 of 5
 SCALE: 1:25,000 PLOT SIZE: A3 DRAWING: CSGB 1936 PROJECTION: British National Grid



Appendix N Essex County Council Promoted Cycle Routes

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024



Cycle Tending

5

Great Bicycle rides around the Clacton and Great Bentley area





Cycle Tending

Why not discover and explore the beauty of the Tending Peninsula by bike?

There's nothing like following the beautiful coastline or taking in the picturesque villages and countryside en-route.

You'll find the ideal setting for a family cycle ride or a more challenging route for the independent rider.



8
miles

Cycle Tending



Clacton Bicycle ride around Martello Tower

Distance: 8 miles, which should take between 1 hour and an hour and a half.

Route: Follows the cycle path along Clacton seafront, passing Martello Towers.

Start and finish: Clacton Leisure Centre, Vista Road CO15 6DB. Parking is available.

Route details:

1. From the leisure centre car park turn left onto Vista Road, continuing until you reach the seafront.
2. At the end of Vista Road (0.5 miles) cross the road with care and take the slope down to the promenade. Turn right towards Clacton Pier.
3. At the pier turn right up the hill and under the bridge (0.96 miles).
4. At the traffic lights turn left and immediately left again next to the post box to rejoin the cycle path.
5. Keep on the path to pass the Martello Tower (1.81 miles), with the sea on your left continue to the next tower (2.25 miles).
6. Continue ahead and turn right at the No Cycling path marking (2.66 miles). Turn left at the junction to ride through Jaywick.

7. Continue to Tamarisk Way (3.15 miles), turn left at the next mini-roundabout onto the seafront road.

8. With the sea on your left, continue to a no parking barrier, turning left to join the promenade (3.73 miles). Continue to the final Martello Tower (4.02 miles). The ride can be extended by following the concrete path ahead, but for this ride, this is the turn round point.

9. Retrace your route, but at the no entry signs (4.9 miles), turn left along Meadow Way and follow the route round to the left.

10. Turn right at The Close (5.36 miles), just past the 20mph sign, to rejoin the seafront and retrace back to the pier.

11. At the pier (7.03 miles) you can either carry your bicycle down the steps or go to the traffic lights and ride down the hill.

12. Turn left with the sea still on your right. Take the slope up, past the cafe to rejoin the road.

13. Take care crossing to Vista Road and the follow Vista Road and the signs back to the leisure centre (8.05 miles).



20.8
miles

Cycle Tending



Clacton Bicycle ride from Clacton via Great Bentley

Distance: 20.8 miles, which should take from 2 to 2 and a half hours.

Route: Keeps away from the busy Clacton roads, heading to Little Clacton, Great Bentley coming back through St Osyth and along the seafront.

Start and finish: Clacton Leisure Centre, Vista Road CO15 6DB. Parking is available.

Route details:

1. From the leisure centre turn left along Vista Road. At the first cross-road junction turn left (0.3 miles). Turn left along Holland Road and continue along the B1032 for Frinton and Walton.
2. At Sladburys Lane, turn left (1.35 miles). Keep on this road for nearly 2 miles, crossing over the railway line (3.2 miles) and then keep ahead to Little Clacton.
3. At the grass triangle in Little Clacton (4.85 miles) turn right onto the B1441 for Harwich.
4. Continue to Weeley Heath. Turn left for St Osyth on Mill Lane (6.3 miles), continue over the crossroads to the end of Mill Lane (6.85 miles).
5. Turn left to cross the bridge over the A133 and continue towards Great Bentley.

6. Turn right at the grass triangle (8.08 miles), keep ahead and cross the railway bridge (9 miles). Go left along Weeley Road to Great Bentley green.
7. Turn left for Aingers Green and the station. Go over the level crossing, keeping on the road through Aingers Green and continuing onto St Osyth.
8. Turn left at the junction with the B1027 (12.6 miles), then turn right for St Osyth (14 miles).
9. Carry on to Seawick Holiday camp, when you reach the Sailor Boy and Hutleys, cycle up onto the concrete pathway (16.6 miles). Keeping the sea on your right head towards Clacton.
10. When you reach the barrier with the no parking sign, head onto the road with the sea on your right. At the mini roundabout turn right (17.7 miles).
11. Turn left at the next junction, continuing through Jaywick. When you get to The Close, turn right to rejoin to seafront then turn left to Clacton.
12. After the third Martello Tower, rejoin the road next to the Martello Inn. Head towards Clacton Pier, continuing ahead at the traffic lights. At Vista Road (20.35 miles) turn left for the leisure centre and follow the signs back to your start point (20.8 miles).



9.3
miles

Cycle Tending



Great Bentley Bicycle ride around Great Bentley

Distance: 9.3 miles, which will take up to 75 minutes at a moderate, comfortable pace.

Route: Starting from England's largest green, the route covers quiet country lanes, with one small slope.

Start and finish: Great Bentley railway station, CO7 8LH. Parking is available at the station or on surrounding roads.

Route details:

1. Starting from the railway station, turn left to go over the level crossing and pass Great Bentley village hall.
2. Keep ahead to Aingers Green and then turn left for Weeley (0.7 miles). Continue along Aingers Road (0.9 miles) for Weeley and Little Clacton.
3. Turn left at Wick Road (1.4 miles).
4. Turn right (2.3 miles) along Highburch Road for St Osyth.

5. At the cross roads (3.5 miles) turn left along Heath Road.
6. At the next cross roads by the Rectory Road sign (5.4 miles) turn left.
7. At the end of Mill Lane, turn left (5.8 miles).
8. Continue on for Great Bentley, turning right at the grass triangle (7 miles) for Tending.
9. Keep ahead, crossing the railway bridge, the only slight slope on the whole ride.
10. At Weeley Road (8 miles), turn left to pass Great Bentley green and then left again for the railway station (9 miles).
11. Return back to the start point for a total distance of 9.3 miles.



17.3
miles

Cycle Tending



Tending Bicycle ride from Great Bentley via Wix

Distance: 17.3 miles, which at a moderate pace will take between 90 minutes and 2 hours to complete.

Route: Starting from England's largest village green, the route covers quiet and picturesque country lanes.

Start and finish: Great Bentley village green.

Route details:

1. From the junction of Heckfords Road, take Weeley Road towards Tending.
2. Turn right at the junction with the grass triangle (1 mile) on the road unsuitable for heavy goods vehicles.
3. At the end of the road, with another grass triangle (2 miles), turn left along Bentley Road.
4. Keep on the road towards Weeley and at the junction (3.4 miles) turn left on the B1441 to Colchester.
5. Go over the 'weak' bridge and turn right (4 miles) for The Street.
6. Ride up the gradual slope and at the top (4.3 miles) turn right and then quickly left for Tending.
7. Turn left (5.5 miles) on the B1035 for Manningtree.

8. Follow the road, turning right at Chapel Lane (7.2 miles).
9. At the end, by a small grass triangle (9 miles) turn right, then left at the next big grass triangle (9.2 miles).
10. At Wix cross roads (10.1 miles) turn left for Colchester.
11. Take the next left at the grass triangle with a tree in the middle, into Honeypot Lane (11.3 miles).
12. Turn right to ride along Tending Road (11.7 miles).
13. Right again on the B1035 (13 miles) to Manningtree.
14. Turn left down Little Bentley Road.
15. Follow the road, turning left onto Church Road (14.1 miles) for Great Bentley and Weeley.
16. At the end of the road turn right (15.8 miles). Take great care at this junction as it is a busy road.
17. After a quarter of a mile turn left towards Great Bentley. Continue ahead to return to the start point (17.3 miles).





Clacton Bicycle ride around Frinton, Walton and Weeley

Distance: 27.4 miles, which should take between 2 and 3 hours.

Route: Uses mainly quiet roads to Frinton and Walton, before heading to Weeley. There are a few small hills on route and some great countryside and sea views.

Start and finish: Clacton Leisure Centre, Vista Road CO15 6DB.

Parking is available.

Route details:

1. On leaving the leisure centre car park, turn left along Vista Road.
2. At the first junction, turn left and then left again along Holland Road.
3. Continue towards Frinton and Walton, turning left down Sladburys Lane (1.35 miles).
4. Continue on until you reach a grass triangle, turning right along Holland Common Road (3.02 miles). Follow the road until you reach a mini-roundabout, then turn left (4.18 miles).
5. At the next mini-roundabout, turn right for Frinton and Walton (5.39 miles). Continue along the road, crossing the next 2 mini-roundabouts.
6. On reaching the third roundabout turn right, crossing the railway line for Frinton town centre (6.61 miles). Continue down Connaught Avenue, turning left at the end (7.23 miles), keeping the sea on your right.
7. At The Leas turn right (8.09 miles), taking care on the bumpy road. At the crossroads, turn right along Rainham Way and follow the road towards Walton.
8. At the end of the road, turn right at the junction. You can now either turn left in front of the Walton Tavern along Newgate Street (9.09 miles) or explore Walton, continuing ahead to the famous Walton Naze Tower.
9. If you turn down Newgate Street, turn left at the next crossroads. On passing All Saints church, turn right for Kirby-le-Soken (9.17 miles).
10. Ride through Kirby and turn right on the B1414 for Beaumont Cum Moze (11.9 miles).
11. Continue to the junction (13.44 miles) and turn right for Harwich.
12. At Golden Lane turn left (13.72 miles) then at the end of the road turn right (14.7 miles) and then right again for Tending on the B1035.
13. Continue ahead, turning left at the Cherry Tree Inn for Weeley (16.41 miles).
14. At the end of the road, in front of the Tending District Offices turn right (17.45 miles) and take the first left.
15. At the junction turn left over the 'weak' bridge then turn right at the memorial for Great Bentley (18.5 miles). Turn left along Highhurch Road for St Osyth (19.3 miles).
16. At the crossroads, continue ahead along Clay Lane (20.46 miles). Turn left along the B1027 for Clacton.
17. At the next roundabout, turn right into Jaywick Lane for Jaywick (23.6 miles). Then left at the next roundabout into West Road for Clacton.
18. Keep on this road to Clacton Pier, continuing ahead at the traffic lights. Turn left into Vista Road (26.97 miles), which is sign posted for the leisure centre, following the road back to your start point. (27.4 miles).

Want to find out more? Visit us at:

www.tendringdc.gov.uk

www.essex-sunshine-coast.org.uk

www.essex.gov.uk

Tendring
District Council




Essex County Council



Appendix O Construction Accesses and Haul Road Crossings

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

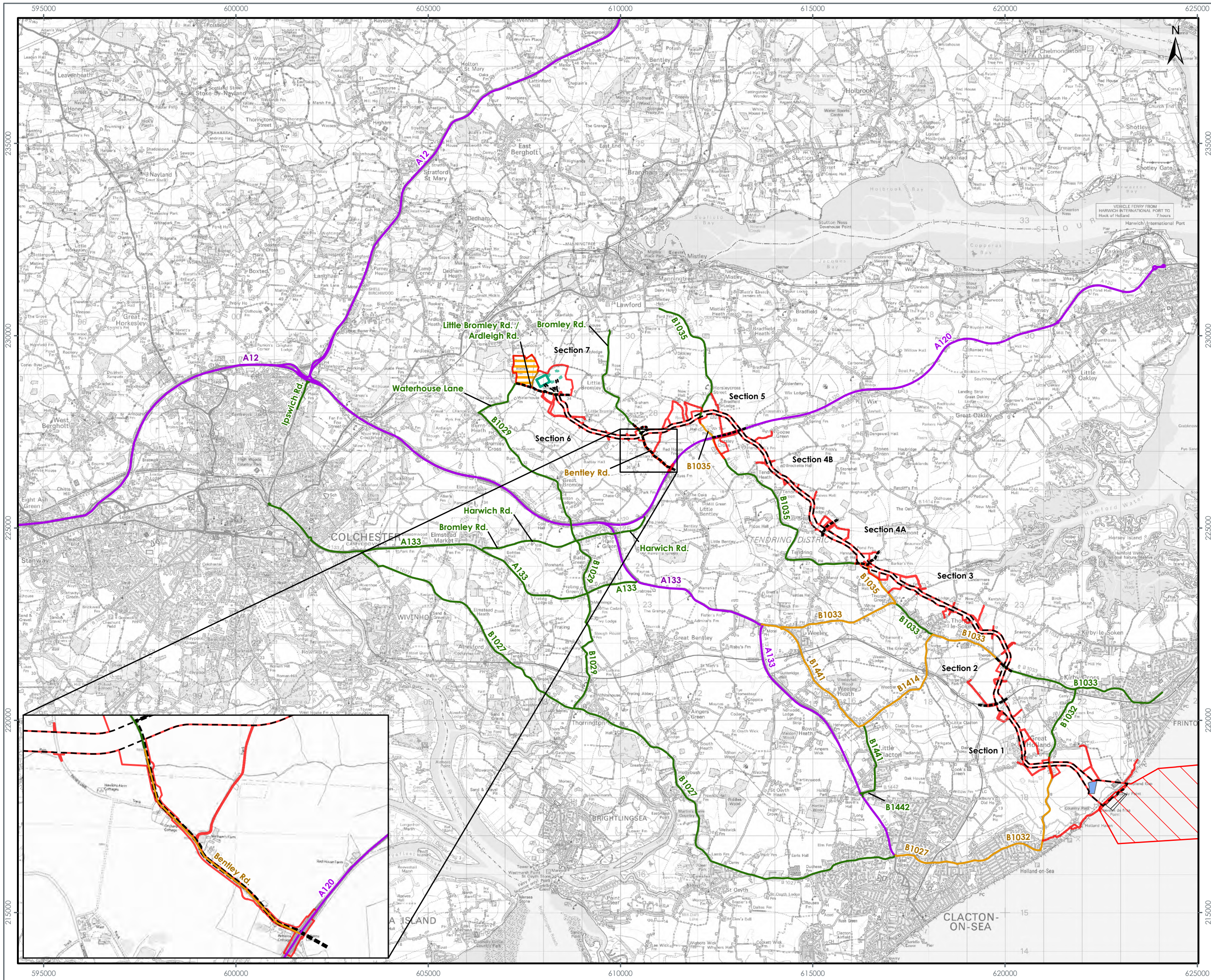
Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

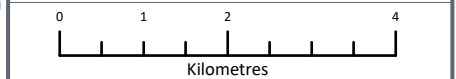
SLR Project No.: 404.V05356.00010

19 March 2024





- LEGEND**
- Onshore Order Limits
 - Offshore Order Limits
 - Onshore Export Cable Corridor Section Division
 - Onshore Export Cable Corridor
 - Substation Operational Boundary
 - North Falls Indicative Substation Operational Boundary
 - Landfall Compound Zone
 - Landfall Exit Pit Sheet Piling Zone
 - National Grid EACN Substation Zone
 - Construction Access Route
 - Core Access Route
 - Indicative Local Access Route Car/LGV Only (Assessed Route in the Study Area)
 - Local Access Route to Temporary Construction Compound - All Vehicles



Data Source: © Crown copyright and database right Ordnance Survey data. All rights reserved. 2023. License number 0100031673.

PROJECT TITLE: FIVE ESTUARIES OFFSHORE WINDFARM

DRAWING TITLE: CONSTRUCTION ACCESS ROUTES

VER	DATE	REMARKS	Drawn	Checked
1	07/03/2024	ES Submission	DB	JRS

DRAWING NUMBER: 8.2

SCALE: 1:90,000 | PLOT SIZE: A3 | DATUM: OSGB 1936 | PROJECTION: British National Grid



Appendix P Construction Accesses – General Arrangement Drawings

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

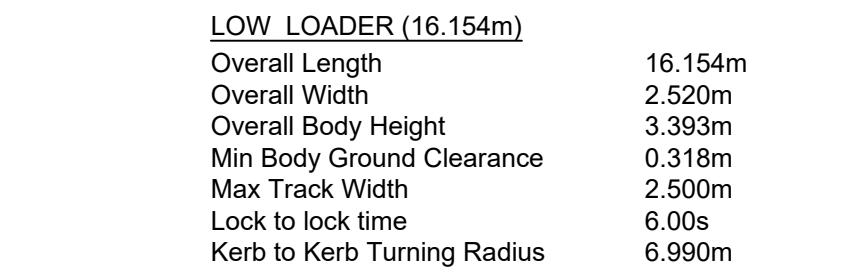
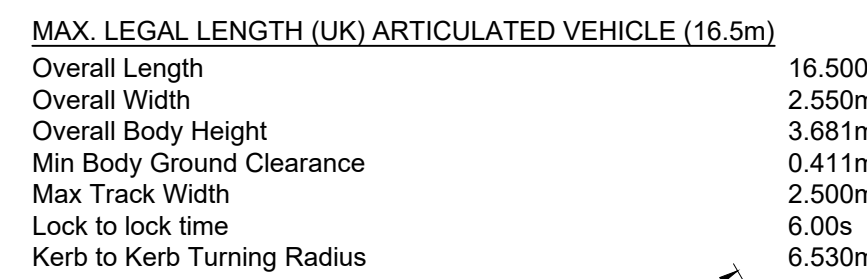
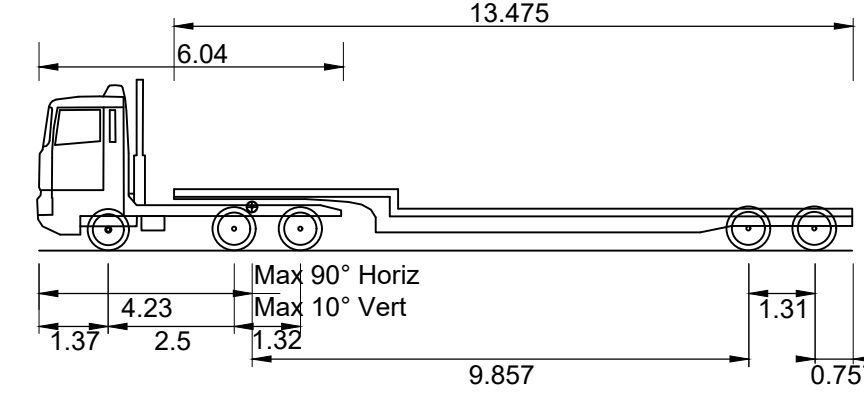
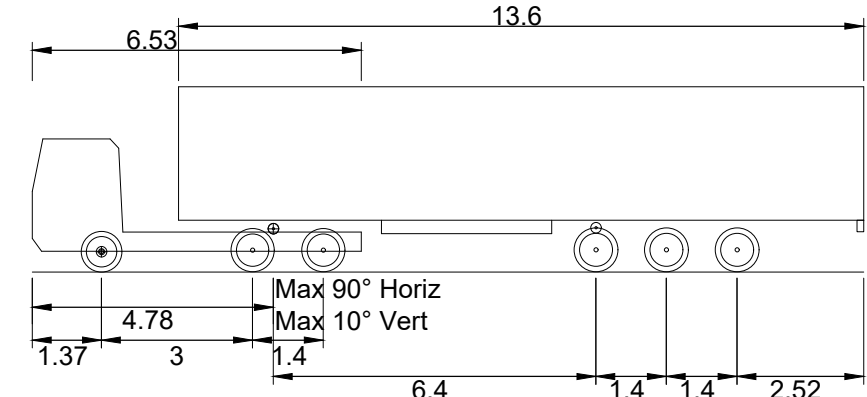
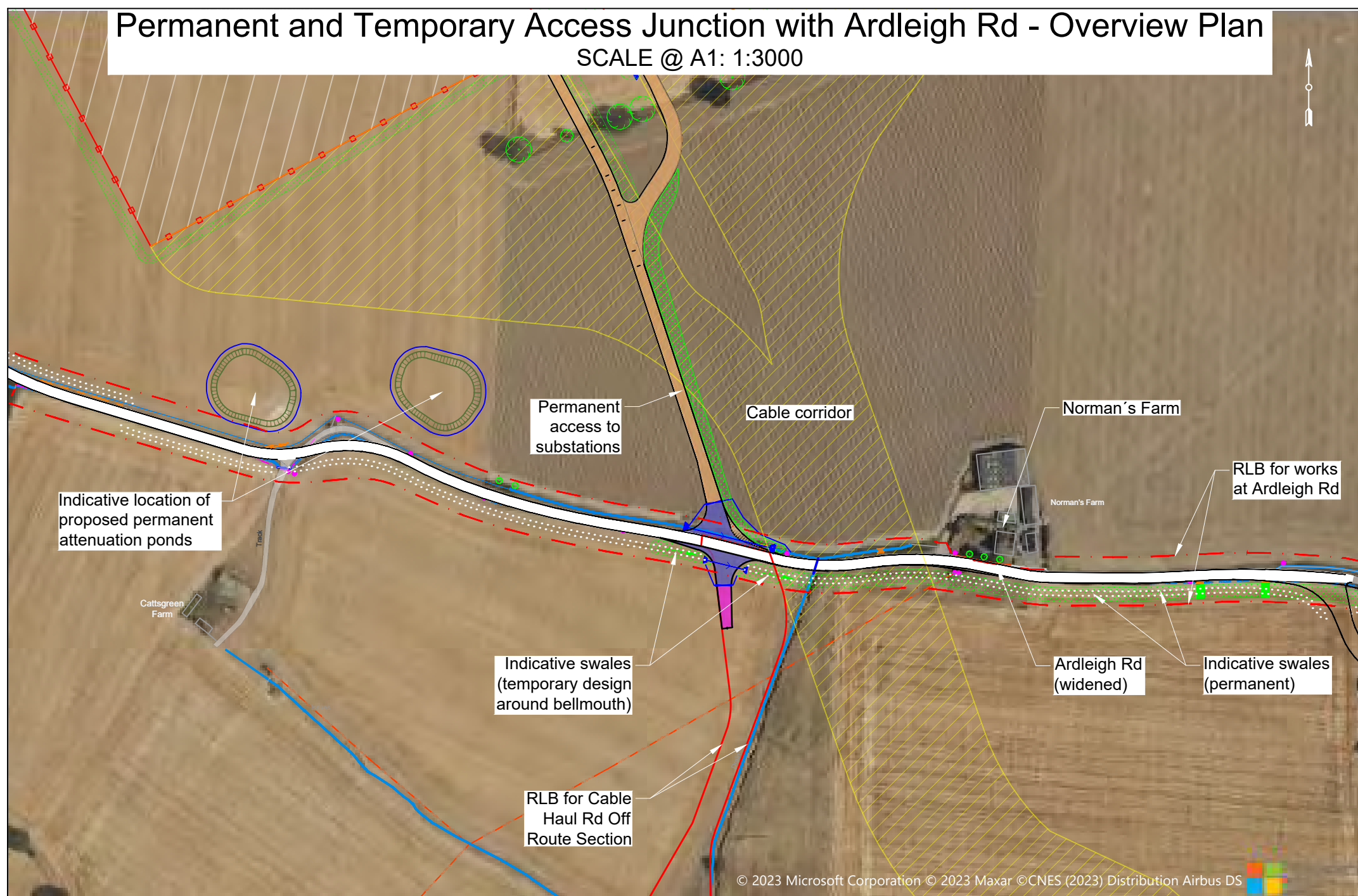
Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024





Geometry has been checked against the bespoke vehicle models shown in the diagrams. These models are generic and do not relate to any specific vehicle supplier's specification. All swept paths should be verified by the Contractor and their haulage supplier, once appointed, prior to detailed design and installation of the access.

Swept Path Analysis - Vehicles Details

Scale 1:150

Notes (continuation)

1. Do not scale from this drawing.
2. Dimensions in m unless otherwise specified.
3. This drawing is to be read and printed in colour.
4. This drawing is to be read in conjunction with all relevant documents and drawings.
5. No unauthorised disclosure, storage or copying.
6. All spatial coordinates relate to the Ordnance Survey, British National Grid (OSGB36).
7. This drawing is for development purposes only and should not be used for construction.
8. Wider improvement works design at Ardleigh Rd carried out by others.
9. Proposed arrangements shown for indicative purposes only. Dimensions and design may vary following completion of site surveys at detailed design stage.
10. Swept path analysis carried out in this drawing refer to movements in/out of the bellmouths for the design vehicles indicated; a low loader with a turning radius of 6.990m (most restrictive turning radius) and articulated vehicle of maximum legal length in the UK, for details on the SPA for the AIL - AL50 Girder 24 Axle vehicle with rear tractor, please refer to drawing 104560-MMD-00-XX-DR-CE-1016 - Permanent Access Junction with Ardleigh Road.
11. Vehicle models used for the assessments are indicative only, actual turning radii and vehicle track will depend on the precise vehicles used by the works contractor.
12. For details on the bellmouth and overrun area at the proposed permanent access, please refer to drawing 104560-MMD-00-XX-DR-CE-1016.
13. For details on the proposed permanent access to the co-located substations, please refer to drawing 104560-MMD-00-XX-DR-CE-1015.
14. Drainage features are shown indicatively only. Drainage at bellmouths to be confirmed, construction boundary may change subject to drainage strategy and available outfalls. For further details on drainage features, please refer to drawing 104560-MMD-00-XX-DR-CE-1011.
15. Alignment/specification of fencing and gates subject to site conditions and contractor requirements. Proposed fences to tie into existing fences/hedges.
16. Visibility splays and stopping sight distances (SSD) have been shown indicatively and have been determined in accordance with DMRB CD123 and CD109. The junctions is assumed to be simple priority. Minimum permissible setback (X) has been assumed to be 2.4m. Visibility for a setback of 9m has also been shown. Achievable road speed at this location is assumed to be < 60mph (national speed limit for single carriageway roads) due to its narrow width. However a conservative road speed value of 60mph was applied to determine the worst case scenario for vegetation clearance / crop growth limitation. The desirable SSD of 215m is currently achievable as there is only low vegetation on the affected land plots at the moment of analysis.
17. Vegetation clearance and groundwork may be required to facilitate any necessary sight distances.
18. A temporary 40mph speed limit is recommended for safety of all road users in the vicinity of the access.
19. Only partial utilities data has been provided for this indicative design. Full PAS128 utilities surveys shall be required at later design stages.
20. Geometric design of bellmouths has been carried out following guidance in the DMRB document CD123 *Geometric design of at-grade priority and signal-controlled junctions*, Section 5, along with SPA for the relevant vehicles.

Notes

1. Do not scale from this drawing.
2. Dimensions in m unless otherwise specified.
3. This drawing is to be read and printed in colour.
4. This drawing is to be read in conjunction with all relevant documents and drawings.
5. No unauthorised disclosure, storage or copying.
6. All spatial coordinates relate to the Ordnance Survey, British National Grid (OSGB36).
7. This drawing is for development purposes only and should not be used for construction.
8. Wider improvement works design at Ardleigh Rd carried out by others.
9. Proposed arrangements shown for indicative purposes only. Dimensions and design may vary following completion of site surveys at detailed design stage.
10. Swept path analysis carried out in this drawing refer to movements in/out of the bellmouths for the design vehicles indicated; a low loader with a turning radius of 6.990m (most restrictive turning radius) and articulated vehicle of maximum legal length in the UK, for details on the SPA for the AIL - AL50 Girder 24 Axle vehicle with rear tractor, please refer to drawing 104560-MMD-00-XX-DR-CE-1016 - Permanent Access Junction with Ardleigh Road.
11. Vehicle models used for the assessments are indicative only, actual turning radii and vehicle track will depend on the precise vehicles used by the works contractor.
12. For details on the bellmouth and overrun area at the proposed permanent access, please refer to drawing 104560-MMD-00-XX-DR-CE-1016.
13. For details on the proposed permanent access to the co-located substations, please refer to drawing 104560-MMD-00-XX-DR-CE-1015.
14. Drainage features are shown indicatively only. Drainage at bellmouths to be confirmed, construction boundary may change subject to drainage strategy and available outfalls. For further details on drainage features, please refer to drawing 104560-MMD-00-XX-DR-CE-1011.

Legend:

- Cable corridor construction swathe
- Proposed edges of widened carriageway & bellmouth outline (by others)
- Proposed widened carriageway on Ardleigh Road (by others)
- Ardleigh Road construction swathe (@ scales 1:750 / 1:1000)
- Construction swathe for the cable haul road off route section
- Proposed tail of bellmouth at permanent access to substation
- Proposed paved area (tarmac) at bellmouths
- Proposed overrun area at the permanent access bellmouth
- Proposed tail of temporary bellmouth at the cable haul road
- Existing surface water ditch / watercourse (@ scales 1:750 / 1:1000)
- Assumed existing surface water ditch / watercourse (@ scales 1:750 / 1:1000)
- Assumed existing culvert below road
- Proposed permanent swale / infiltration ditch
- Proposed permanent drainage pipework / culvert
- Proposed permanent drainage headwall
- Indicative fence line at co-located substations permanent access
- Indicative gate at co-located substations permanent access
- Visibility splays for an X=2.4m setback from stopping line
- Extents of vegetation clearance for full visibility at X=2.4m setback
- Visibility splays for an X=9m setback from stopping line
- Further extents of vegetation clearance for full visibility at X=9m setback
- Swept path - wheels (red) and vehicle body overwing (green) paths
- Envelope of vehicle body swept path
- Proposed location for a potential cycle track installation

Reference drawings

- OS map
- Essex County Council Private Rights of Way
- Cable Route_Draft_Ardleigh_Rd_Update_Rev1_Opt.B (230628)
- 104560-MMD-00-XX-DR-CE-1004 - Site Layout/ Location Plan - AIS Option 2
- 104560-MMD-00-XX-DR-CE-1011 - Drainage Layout - Operational Phase - Opt. 2
- 104560-MMD-00-XX-DR-CE-1016 - Permanent Access Junction with Ardleigh Road

Rev	Date	Drawn	Description	Ch'k'd	App'd
02	15/12/2023	SAP	Ardleigh Rd widening updated w/ NG inform.	JW	AFC
01	18/10/2023	SAP	For information	JW	AFC

Status Stamp

DRAFT

MOTT MACDONALD

Victory House
 Trafalgar Place
 Brighton, BN1 4FY
 United Kingdom
 T +44 (0)1273 36500
 W www.mottmac.com

Client



Title

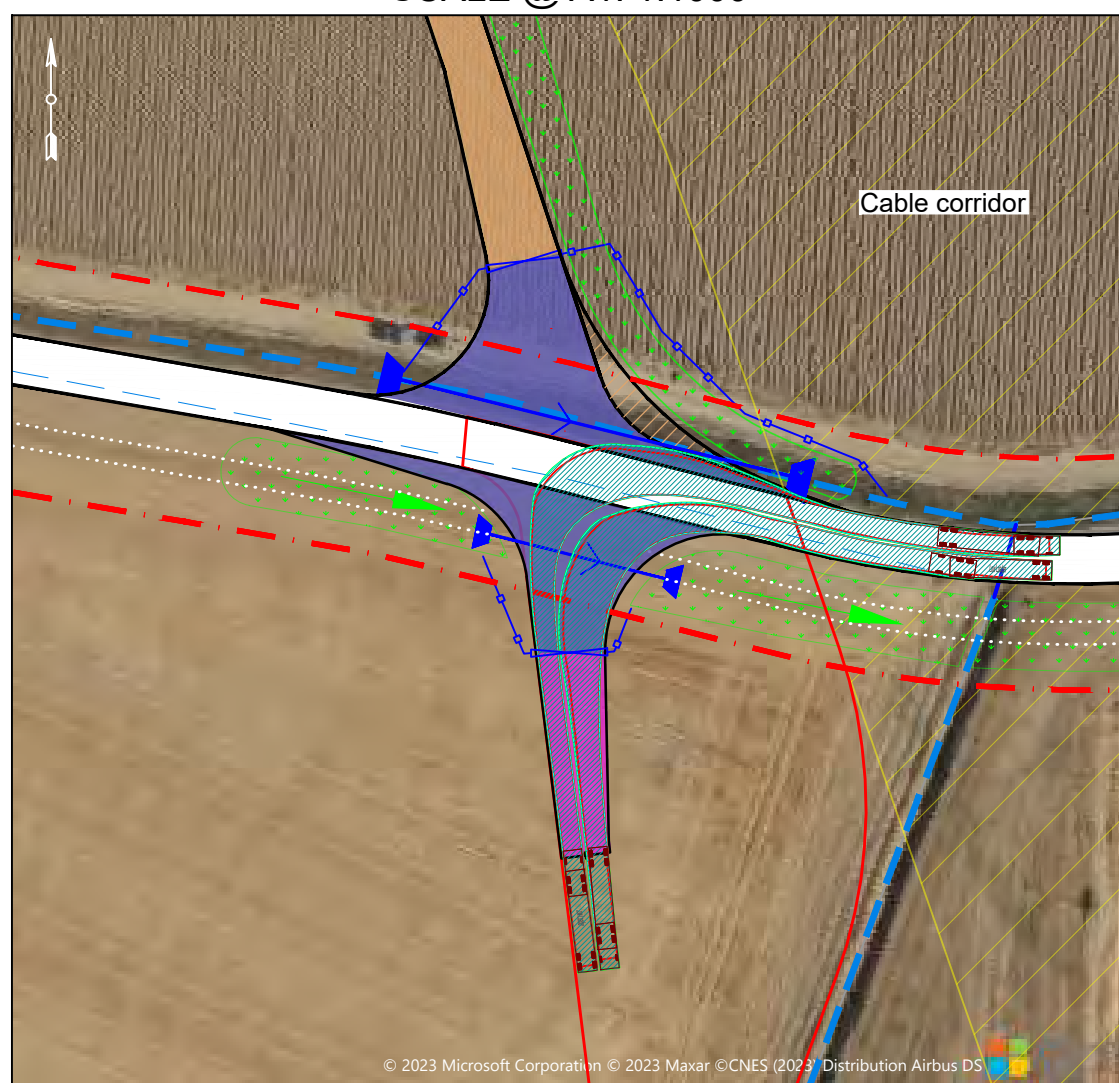
Co-located AIS Substations Early Design - Temporary and Permanent Access Junction with Ardleigh Road

Sheet 01 of 01

Designed	S. Amado-Pedrosa	SAP	Eng check	John Weeks	JW
Drawn	S. Amado-Pedrosa	SAP	Coordination	Andrea F. Crespo	AFC
Dwg check	John Weeks	JW	Approved	Andrea F. Crespo	AFC
MMD Project Number	104560-001	Scale at A1	As Indicated	Security	STD
Client Number	004943785-02			Suit. Code	S3
Drawing Number	104560-MMD-00-XX-DR-CE-1061			Revision	02

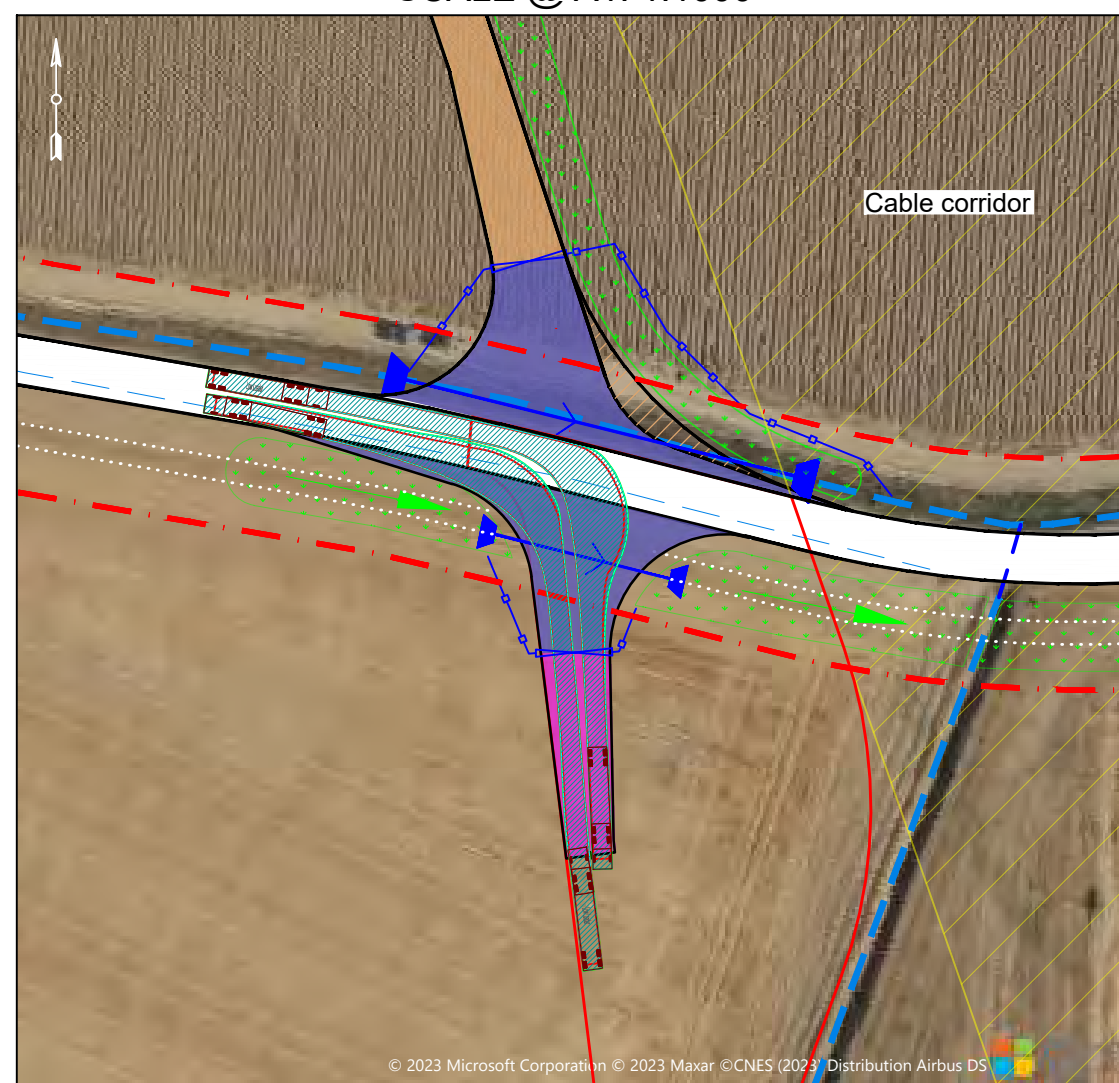
SPA - Right in/Right out movement to/from temporary bellmouth

SCALE @ A1: 1:1000



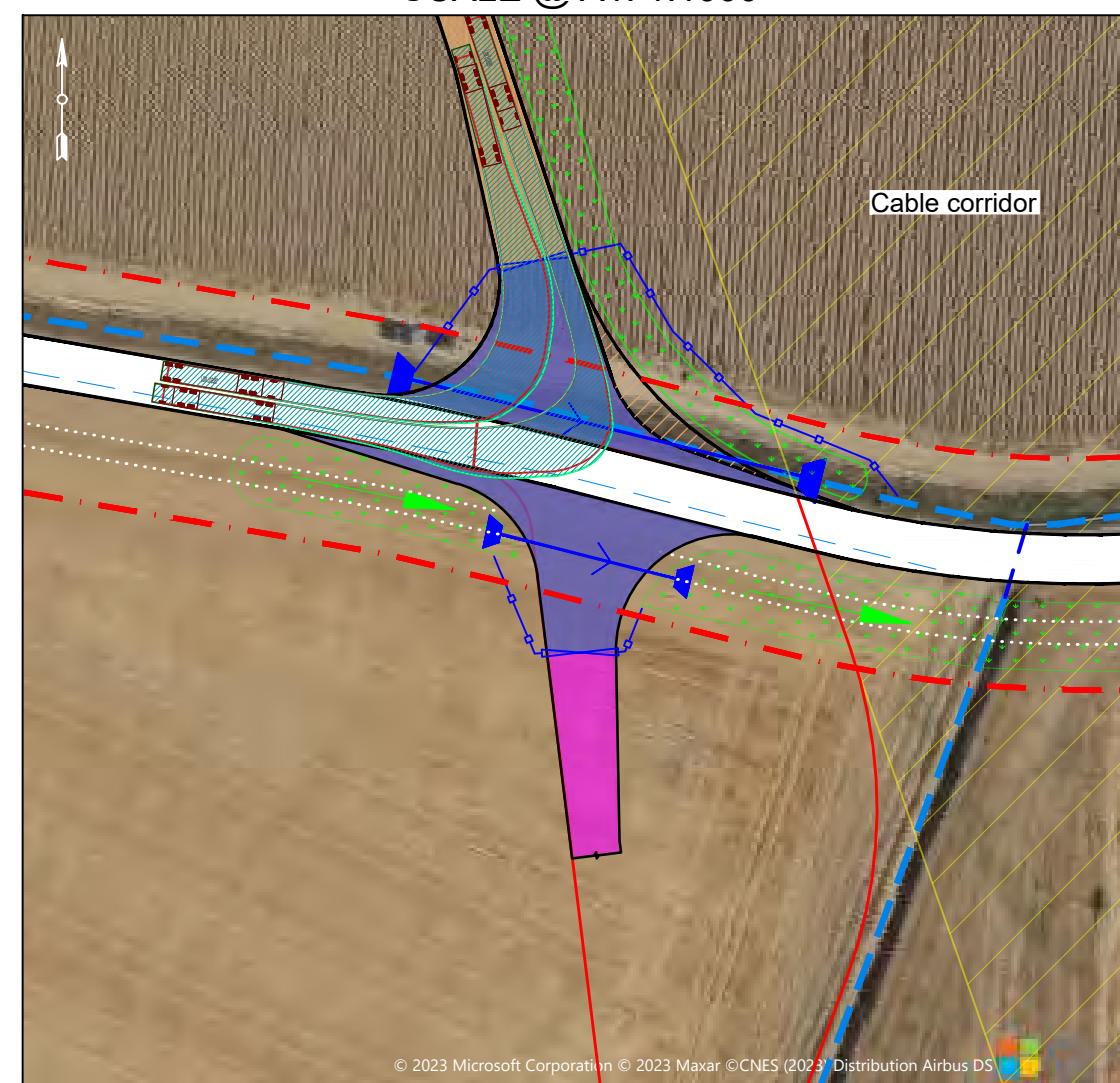
SPA - Left in/Left out movement to/from temporary bellmouth

SCALE @ A1: 1:1000



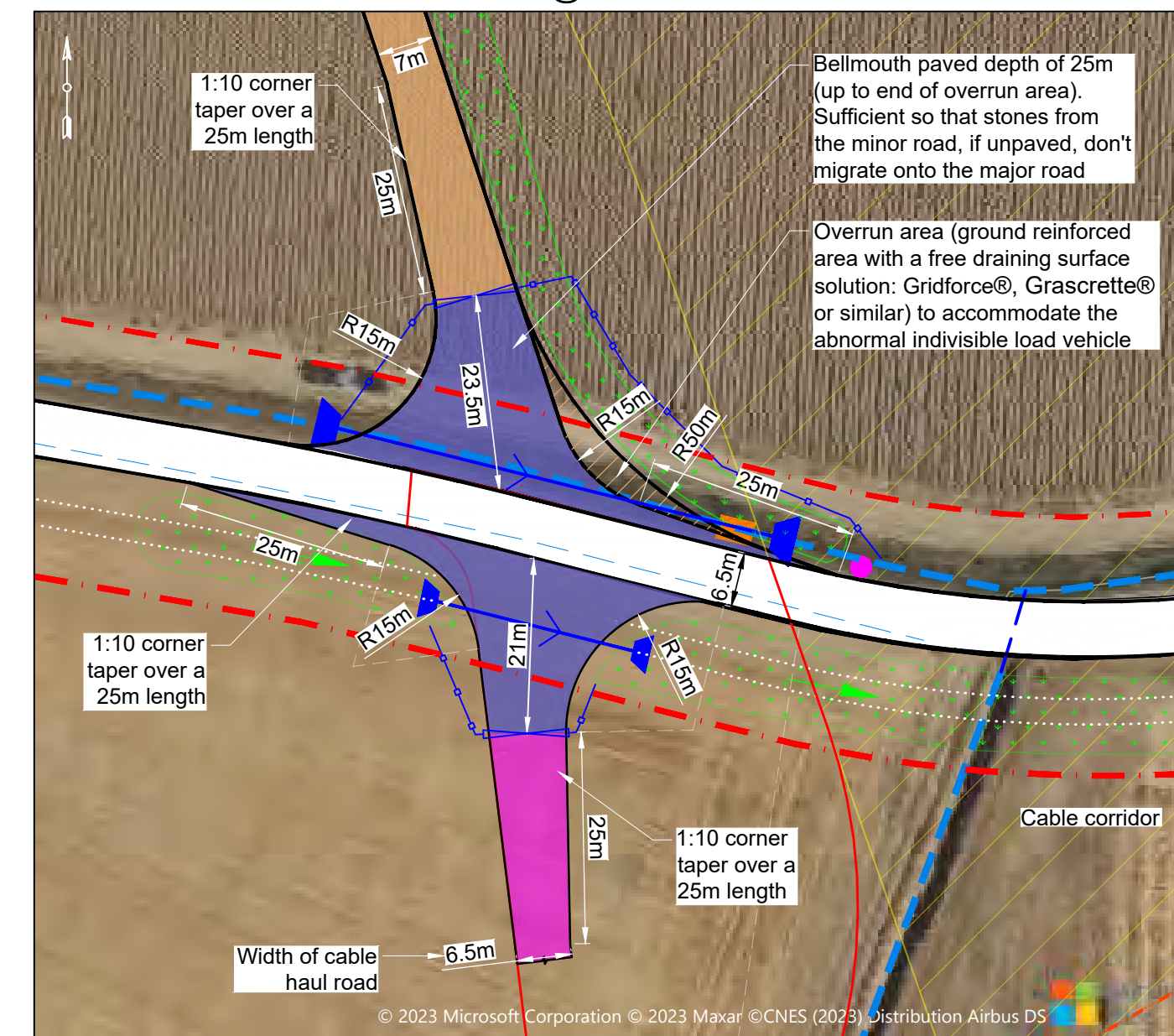
SPA - Right in/Right out movement to/from permanent bellmouth

SCALE @ A1: 1:1000



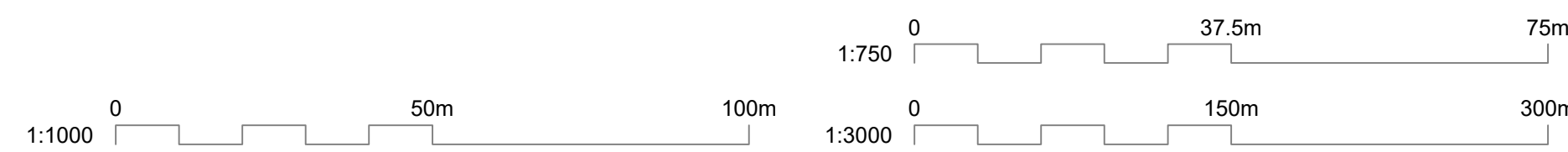
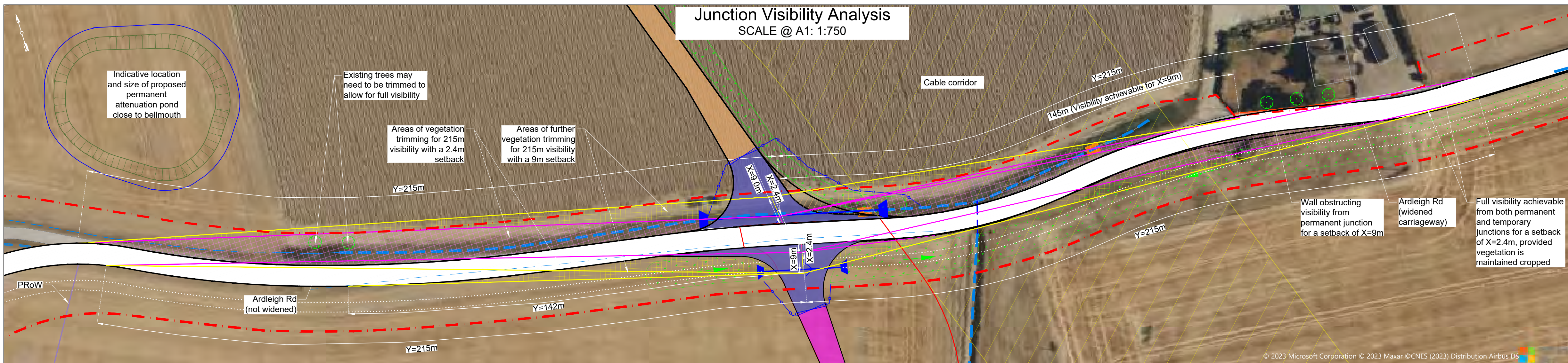
Junction proposed layout (geometry)

SCALE @ A1: 1:750



Junction Visibility Analysis

SCALE @ A1: 1:750





Appendix Q Haul Road Crossings – General Arrangement Drawings

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024



DO NOT SCALE FROM THIS DRAWING

NOTES

1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
3. X-Distance - the set back from the nearest edge of the carriageway to its intersection with the edge of the access.
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the edge of the access.
5. All vegetation and trees identified within identified visibility envelopes and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE RED LINE BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- HIGHWAY BOUNDARY



PIZ	ORDER LIMIT AND ROAD SAFETY AUDIT UPDATES	CB	SKT		
P01	07/08/2023	AA	SKT		
REV	DATE	DESCRIPTION	BY	CHK	APP

FIVE ESTUARIES NORTH FALLS
OFFSHORE WIND FARM

Royal HaskoningDHV
Enhancing Society Together

PROJECT TITLE
FIVE ESTUARIES / NORTH FALLS OFFSHORE WIND FARMS

DRAWING TITLE
AC-1 - B1032
GENERAL ARRANGEMENT

DRAWING STATUS

PLANNING

SHEET SIZE AT	DESIGNED AA	DRAWN AA	CHECKED SKT	APPROVED SKT
SHEET SCALE VARIES	DATE 07/08/2023	DATE 07/08/2023	DATE 07/08/2023	DATE 07/08/2023

DRAWING NUMBER: P8164-010-022-004-001

VE DOCUMENT NUMBER

REVISION

NO	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	07/08/2023

REVISION

SHEET No	OF
1	1

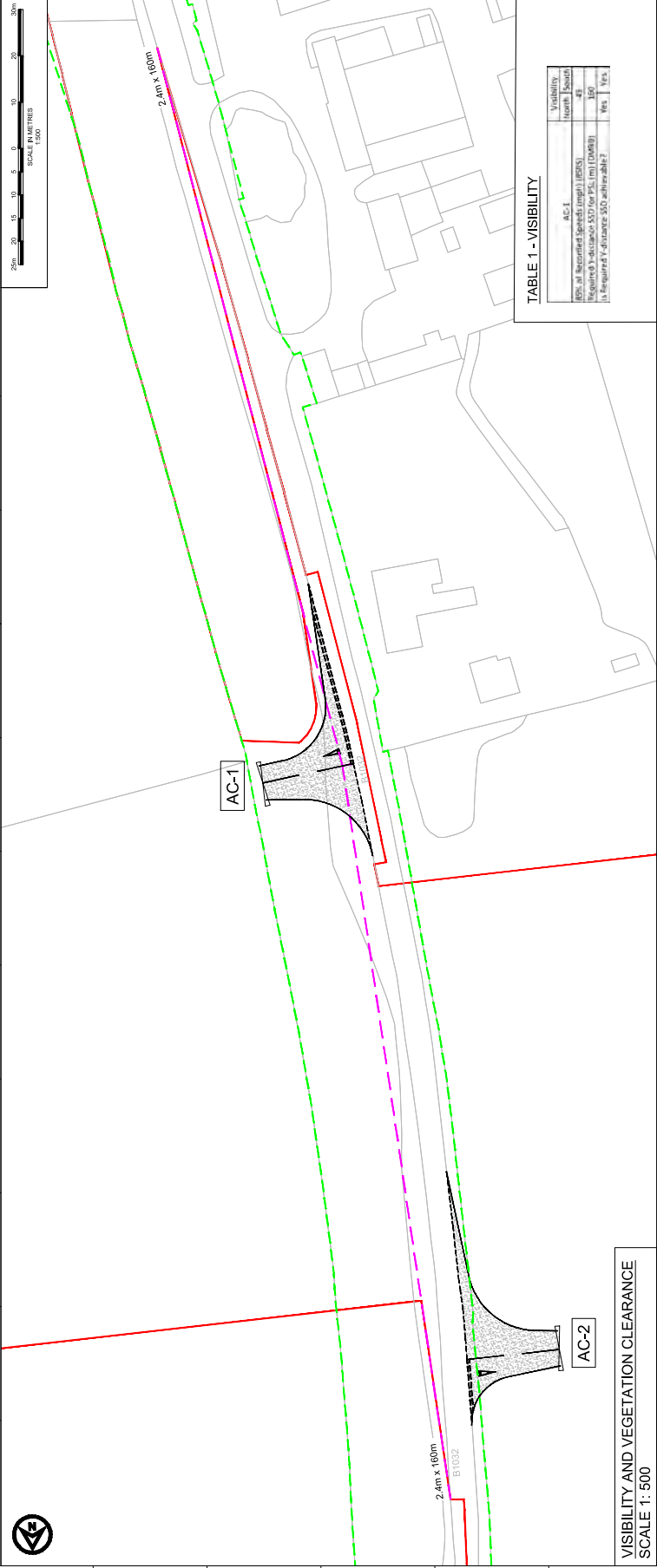
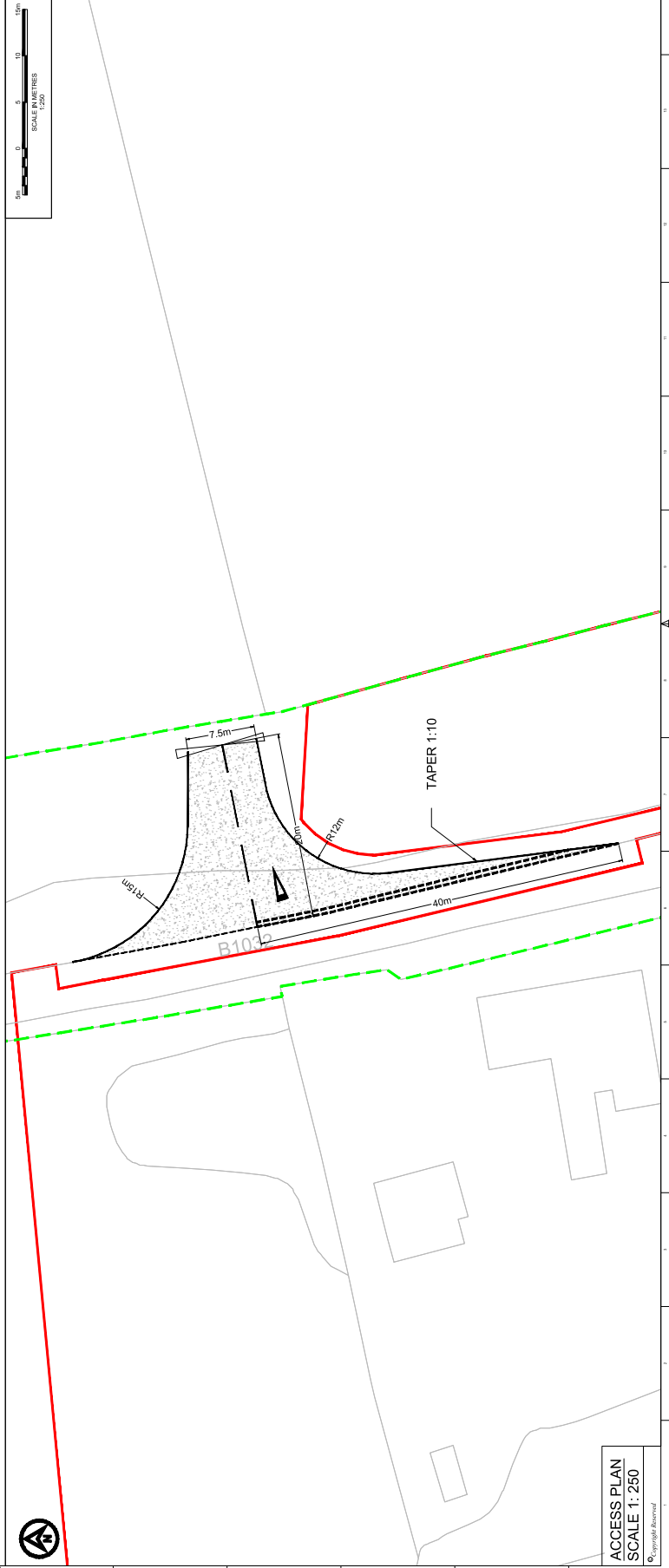


TABLE 1 - VISIBILITY

Visibility	Horizontal Distance	Vertical Distance
AC-1	150m	4.5m

(Note: All Required Sight Length (RSSL) Required Sight Distance (RSSD) for 25m (DMS) is Required Y-Distance (SSD) with a 2.4m x 160m

VISIBILITY AND VEGETATION CLEARANCE
SCALE 1: 500



ACCESS PLAN
SCALE 1: 250

DO NOT SCALE FROM THIS DRAWING

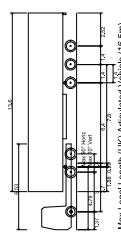
NOTES

- Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
- This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD
- MARKINGS
- PROPOSED GATE

VEHICLE TRACKING



VEHICLE BODY SWEEP PATH (FORWARD GEAR)

VEHICLE CHASSIS SWEEP PATH

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	31/08/2023	FIRST ISSUE	AA	SKT	SKT

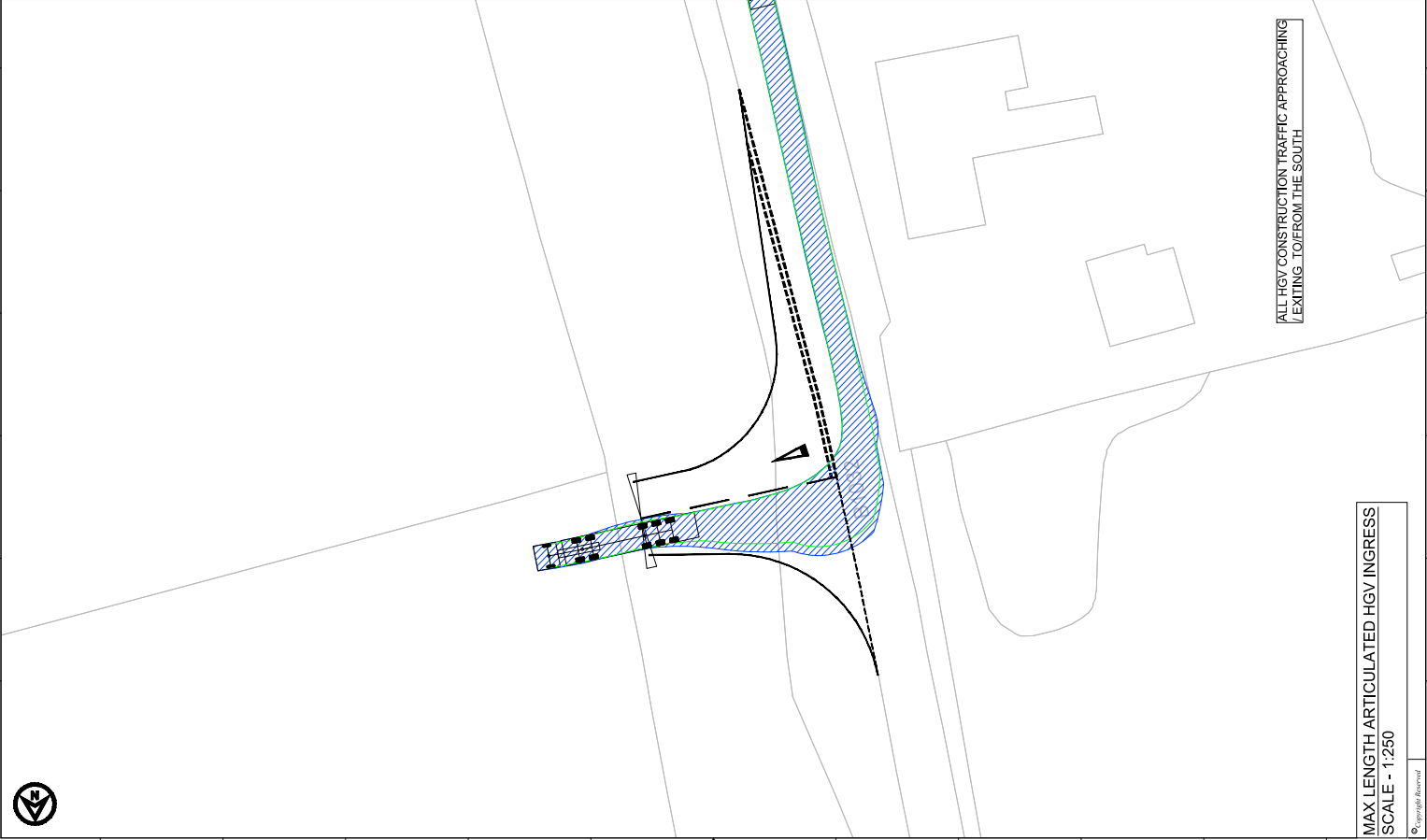
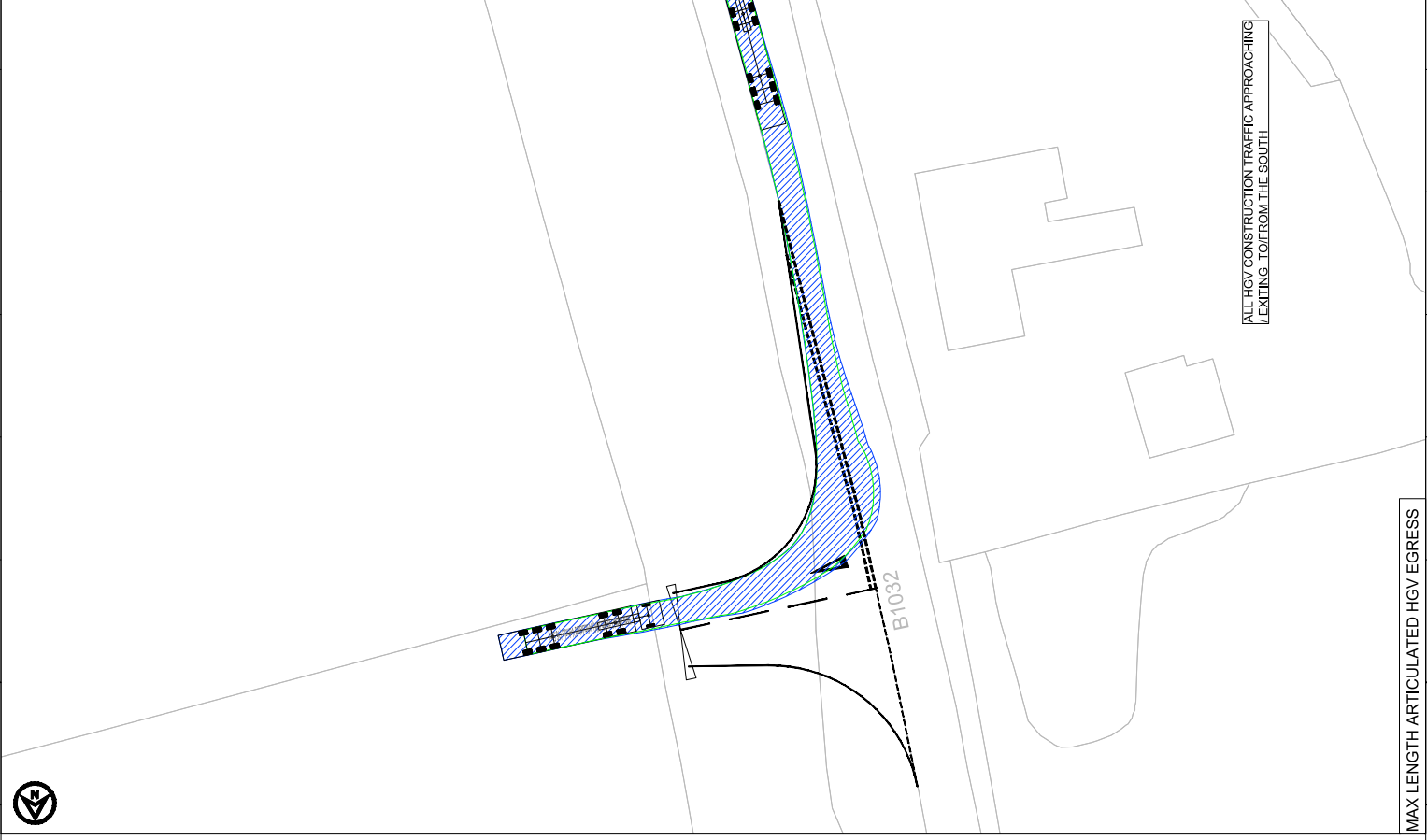


PROJECT TITLE
FIVE ESTUARIES / NORTH FALLS OFFSHORE WIND FARMS

DRAWING TITLE
SWEPT PATH ANALYSIS

PLANNING

SHEET NO	DESIGNED	CHECKED	APPROVED
AA	AA	AA	AA
DATE	DATE	DATE	DATE
31/08/2023	31/08/2023	31/08/2023	31/08/2023



ALL HGV CONSTRUCTION TRAFFIC APPROACHING / EXITING TO/FROM THE SOUTH

ALL HGV CONSTRUCTION TRAFFIC APPROACHING / EXITING TO/FROM THE SOUTH

MAX LENGTH ARTICULATED HGV INGRESS
SCALE - 1:250

MAX LENGTH ARTICULATED HGV EGRESS

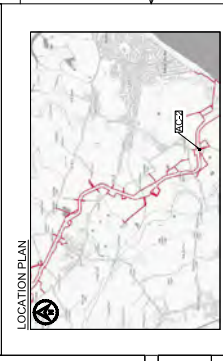
DO NOT SCALE FROM THIS DRAWING

NOTES

- Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
- This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
- X-Distance - the set back from the nearest edge of the carriageway from which the access will be taken.
- Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
- All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

	EXISTING ARRANGEMENT
	ONSHORE RED LINE BOUNDARY
	PROPOSED GATE
	PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
	VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
	FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
	HIGHWAY BOUNDARY



PIZ	ORDER LIMIT AND ROAD SAFETY AUDIT UPDATES	CB	SKT		
P01	07/08/2023	AA	SKT		
REV	DATE	DESCRIPTION	BY	CHK	APP

FIVE ESTUARIES NORTH FALLS
OFFSHORE WIND FARM
Cyflwyno Wind Farm

Royal HaskoningDHV
Enhancing Society Together

PROJECT TITLE
FIVE ESTUARIES / NORTH FALLS OFFSHORE WIND FARMS

DRAWING TITLE
AC-2 - B1032
GENERAL ARRANGEMENT

DRAWING STATUS
PLANNING

SHEET SIZE	DESIGNED	DRAWN	CHECKED	APPROVED
A1	AA	AA	AA	SKT

SHEET SCALE	DATE	DATE
VARIES	07/08/2023	07/08/2023

DRAWING NUMBER
P8164-PRD-CZ-2024-002

REVISION
PIZ

VE DOCUMENT NUMBER

REVISION

REVISION

REVISION

SHEET No
[UP-1]

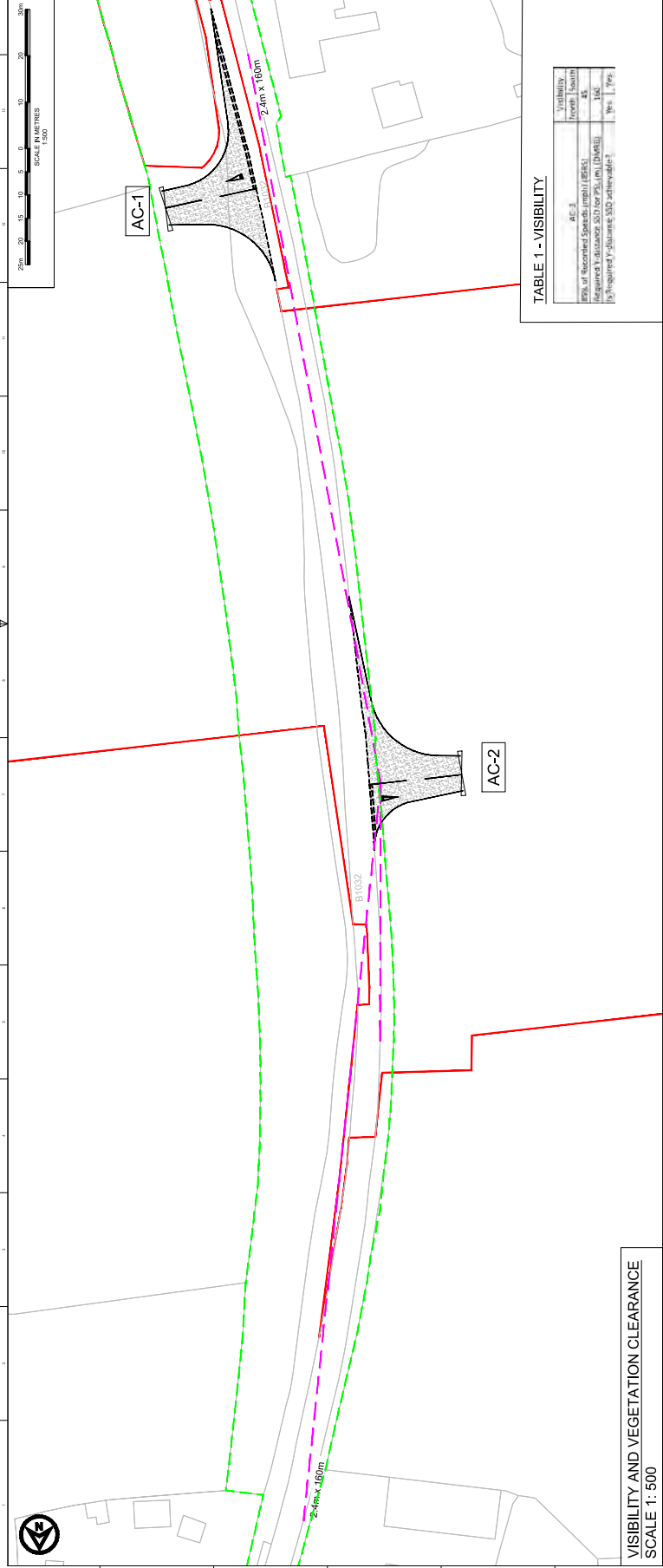
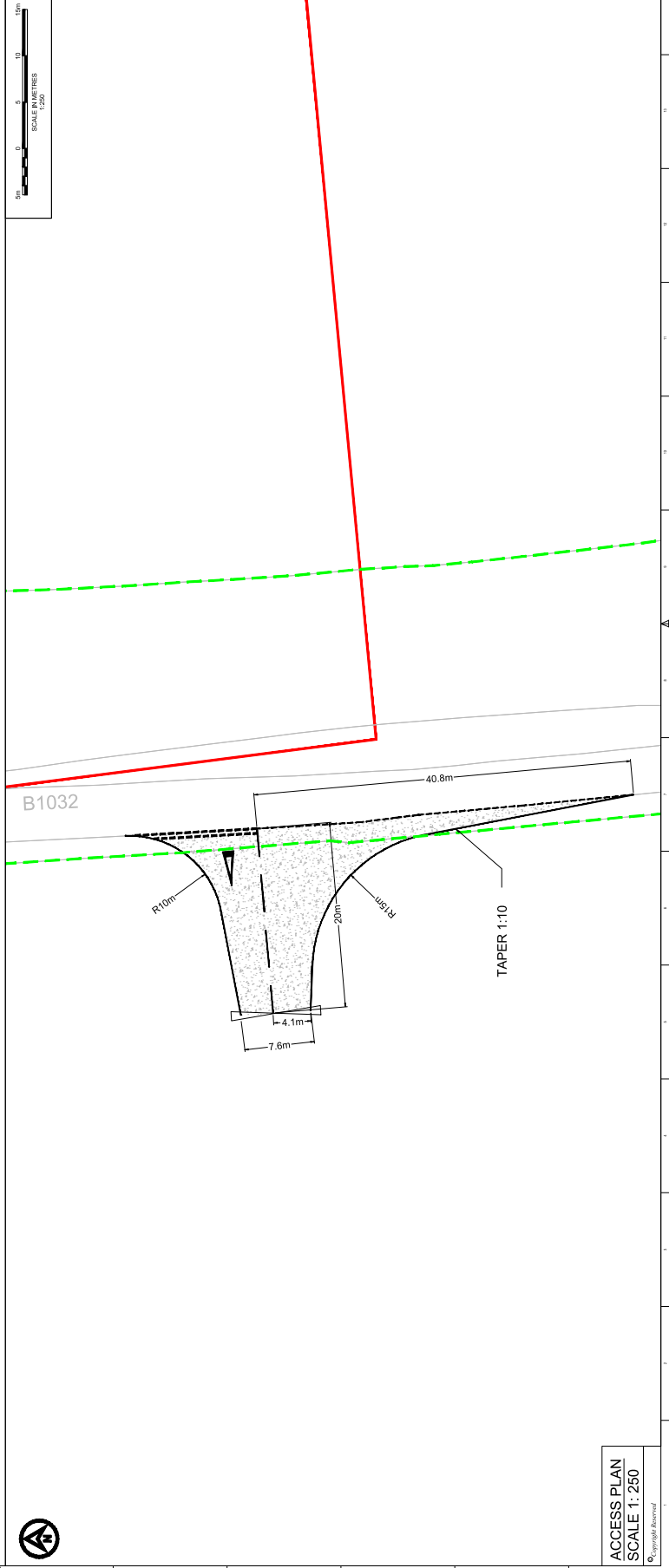


TABLE 1 - VISIBILITY

Access	Visibility from Access
AC-1	140m
AC-2	45m

85% of Recorded Speeds (mph) (80/60/40)
Required Y-Distance 50/7 for 75/50 m (DVA/SL)
Required Y-Distance 50/7 for 75/50 m (DVA/SL)
Required Y-Distance 50/7 for 75/50 m (DVA/SL)

VISIBILITY AND VEGETATION CLEARANCE
SCALE 1: 500



ACCESS PLAN
SCALE 1: 250

DO NOT SCALE FROM THE DRAWING

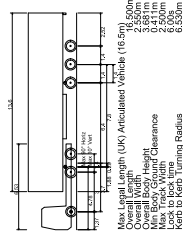
NOTES

1. Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- PROPOSED GATE

VEHICLE TRACKING



VEHICLE BODY SWEEP PATH (FORWARD GEAR)

- VEHICLE CHASSIS SWEEP PATH

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	31/08/2023	FIRST ISSUE	AA	SKT	SKT

PROJECT TITLE
FIVE ESTUARIES / NORTH FALLS OFFSHORE WIND FARMS

DRAWING TITLE
AC-2 - B1032
SWEEP PATH ANALYSIS

DRAWING STATUS

SHEET NO	DESIGNED AT	CHECKED SKT	APPROVED SKT
AA	AA	AA	AA

SHEET SCALE	DATE	DATE
VARIES	31/08/2023	31/08/2023

DRAWING NUMBER
PS04404-23-04-R-002

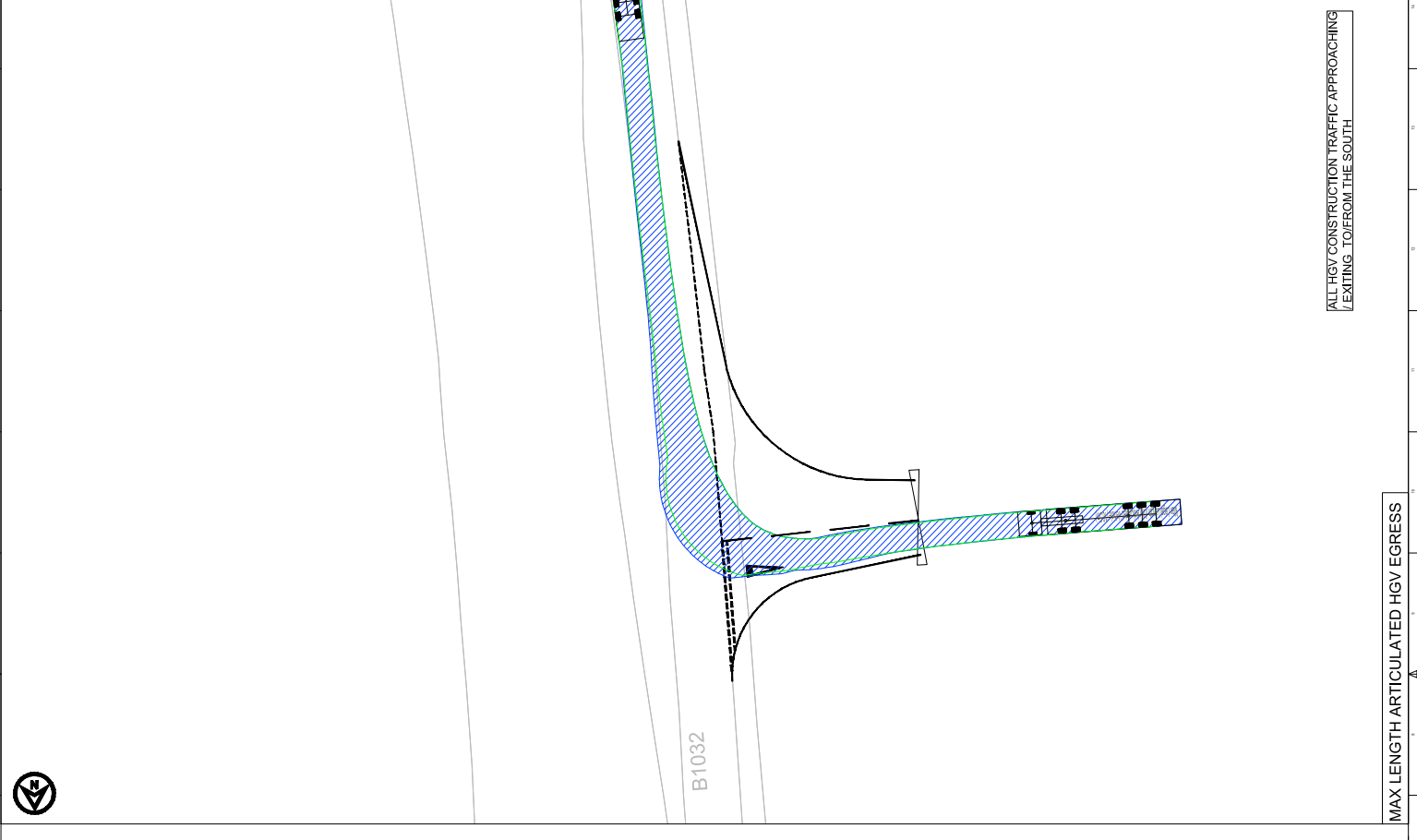
REVISION
P01

REV	DATE	DESCRIPTION	BY	CHK	APP
1					

REVISION
P01

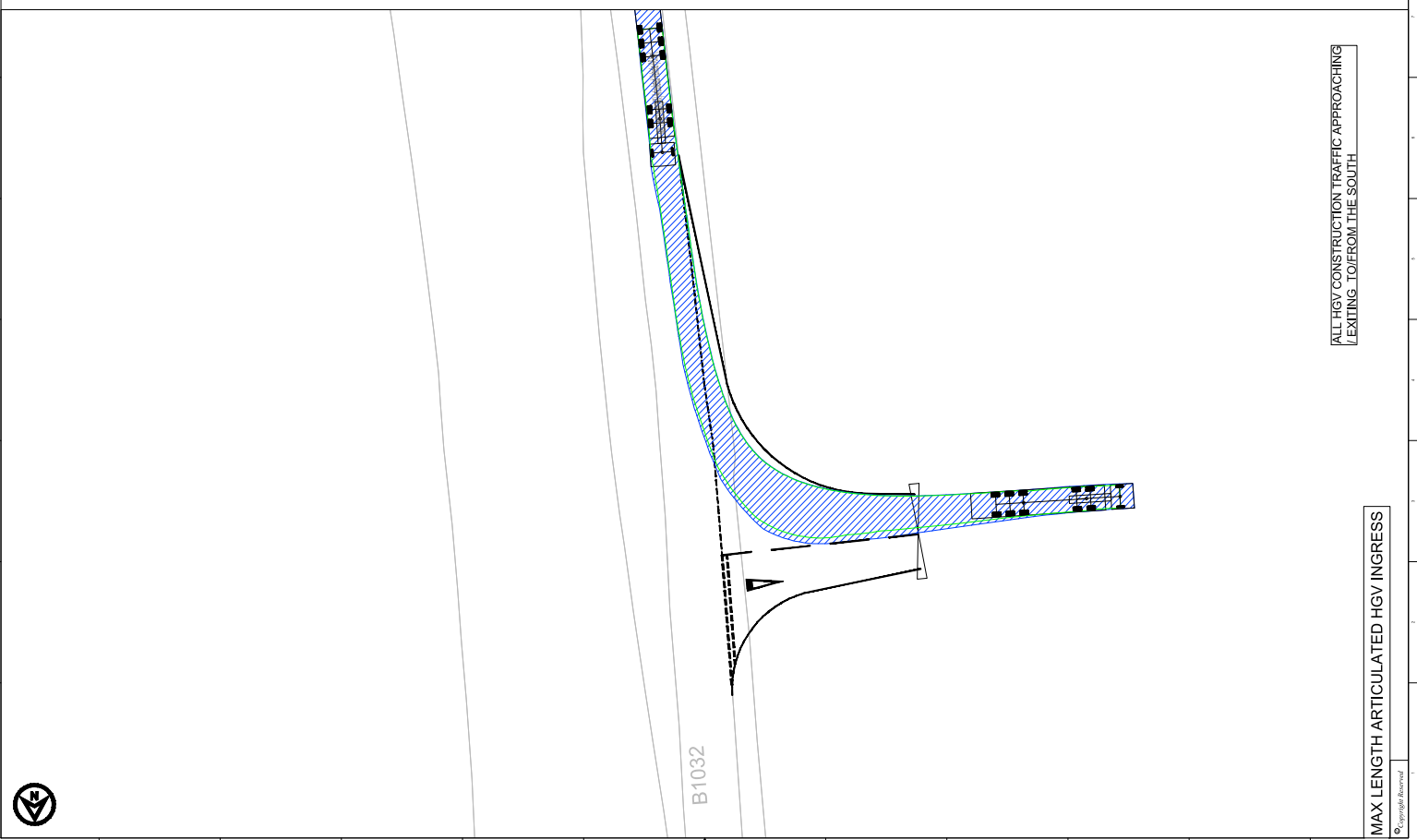
REVISION
P01

REVISION
P01



ALL HGV CONSTRUCTION TRAFFIC APPROACHING / EXITING TO/FROM THE SOUTH

MAX LENGTH ARTICULATED HGV EGRESS



ALL HGV CONSTRUCTION TRAFFIC APPROACHING / EXITING TO/FROM THE SOUTH

MAX LENGTH ARTICULATED HGV INGRESS

DO NOT SCALE FROM THIS DRAWING

NOTES

- Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
- This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
- X-distance - the set back from the nearest edge of the carriageway from which the access will be taken.
- Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
- All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- ONSHORE RED LINE BOUNDARY
- PROPOSED GATE
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- HIGHWAY BOUNDARY



PIZ	ORDER LIMIT AND ROAD SAFETY AUDIT UPDATES	CB	SKT		
P01	07/08/2023	AA	SKT		
REV	DATE	DESCRIPTION	BY	CHK	APP

FIVE ESTUARIES NORTH FALLS OFFSHORE WIND FARM

Royal HaskoningDHV
Enhancing Society Together

PROJECT TITLE
FIVE ESTUARIES / NORTH FALLS OFFSHORE WIND FARMS

DRAWING TITLE
AC-3A & AC-3B - B1033/THORPE ROAD GENERAL ARRANGEMENT

DRAWING STATUS
PLANNING

SHEET TITLE	DESIGNED AT	DRAWN SKT	CHECKED SKT	APPROVED SKT
SHEET SCALE VARIES	DATE	DATE	DATE	DATE
07/08/2023	07/08/2023	07/08/2023	07/08/2023	07/08/2023

DRAWING NUMBER
P81644H02ZZ02P04-003

VE DOCUMENT NUMBER
-

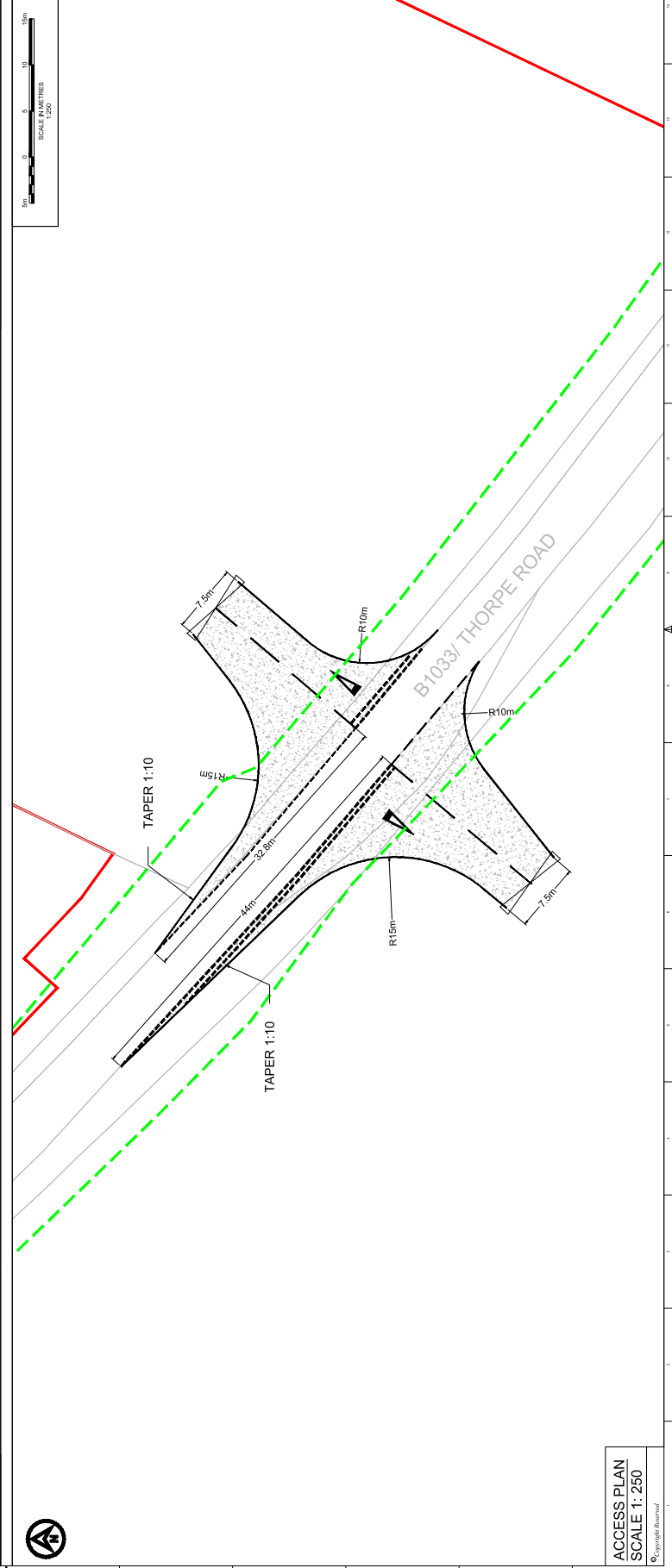
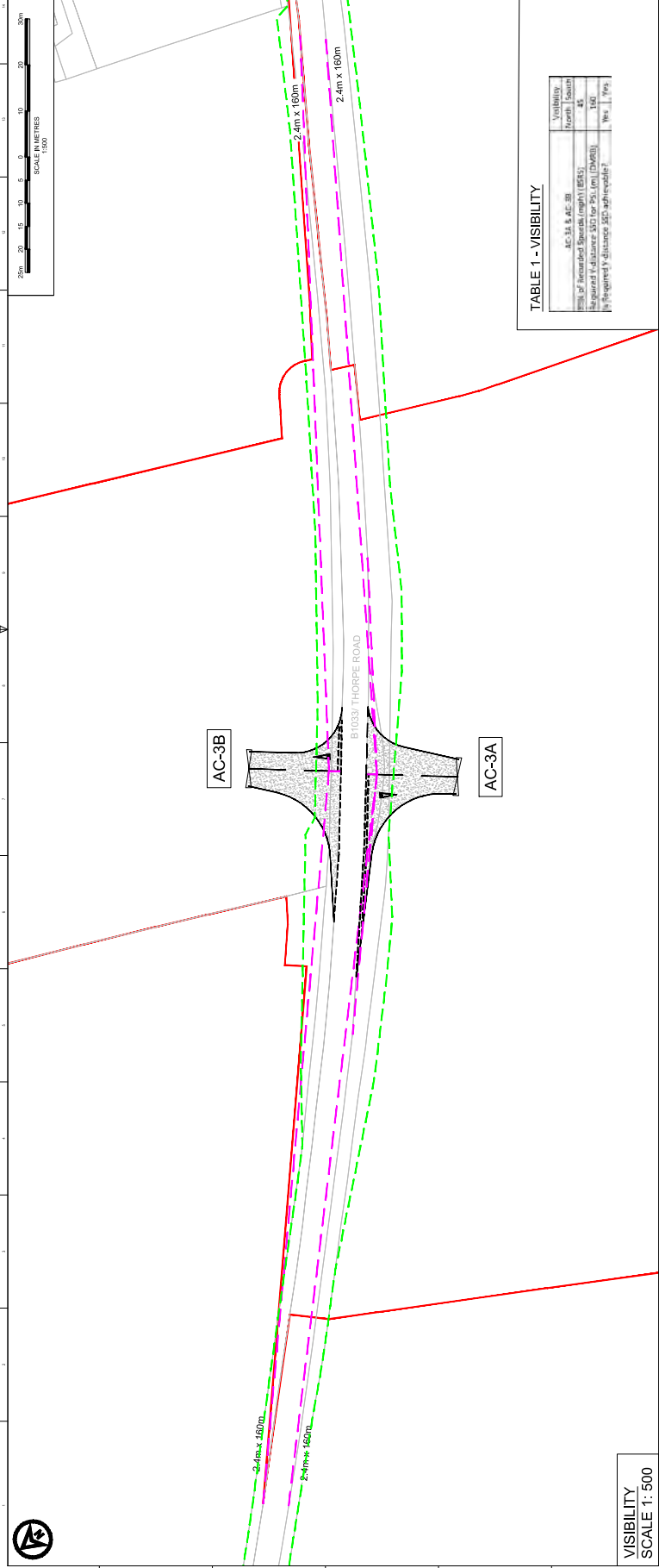
REVISION
-

REVISION
-

REVISION
-

REVISION
-

SHEET No
[02_1]

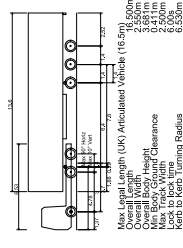


DO NOT SCALE FROM THIS DRAWING

NOTES
 1. Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
 2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY
 — EXISTING ARRANGEMENT
 — PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
 — PROPOSED GATE

VEHICLE TRACKING



VEHICLE BODY SWEEP PATH (FORWARD GEAR)
 VEHICLE CHASSIS SWEEP PATH

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	06/09/2023	FIRST ISSUE	AA	SKT	SKT

PROJECT TITLE
 FIVE ESTUARIES / NORTH FALLS OFFSHORE WIND FARMS
DRAWING TITLE
 AC-4 - B1035/TENDRING ROAD SWEEP PATH ANALYSIS

DRAWING STATUS

PLANNING			
SHEET NO. AT	DESIGNED BY	CHECKED BY	APPROVED BY
06/09/2023	06/09/2023	06/09/2023	06/09/2023

DRAWING NUMBER
 P504494-022-044-R-024

REVISION

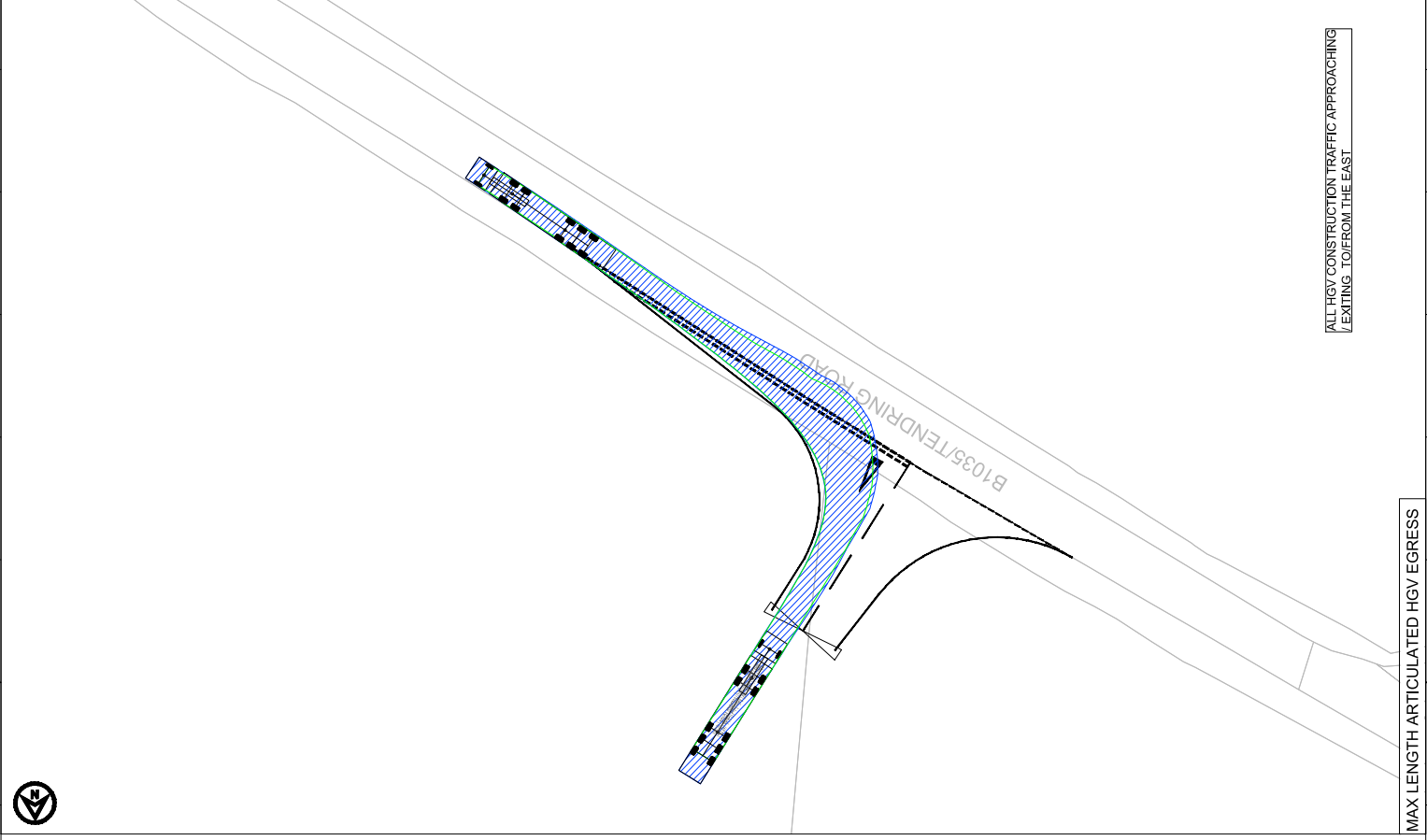
NO	DESCRIPTION	DATE
1	PI1	

REVISION

NO	DESCRIPTION	DATE
1	PI1	

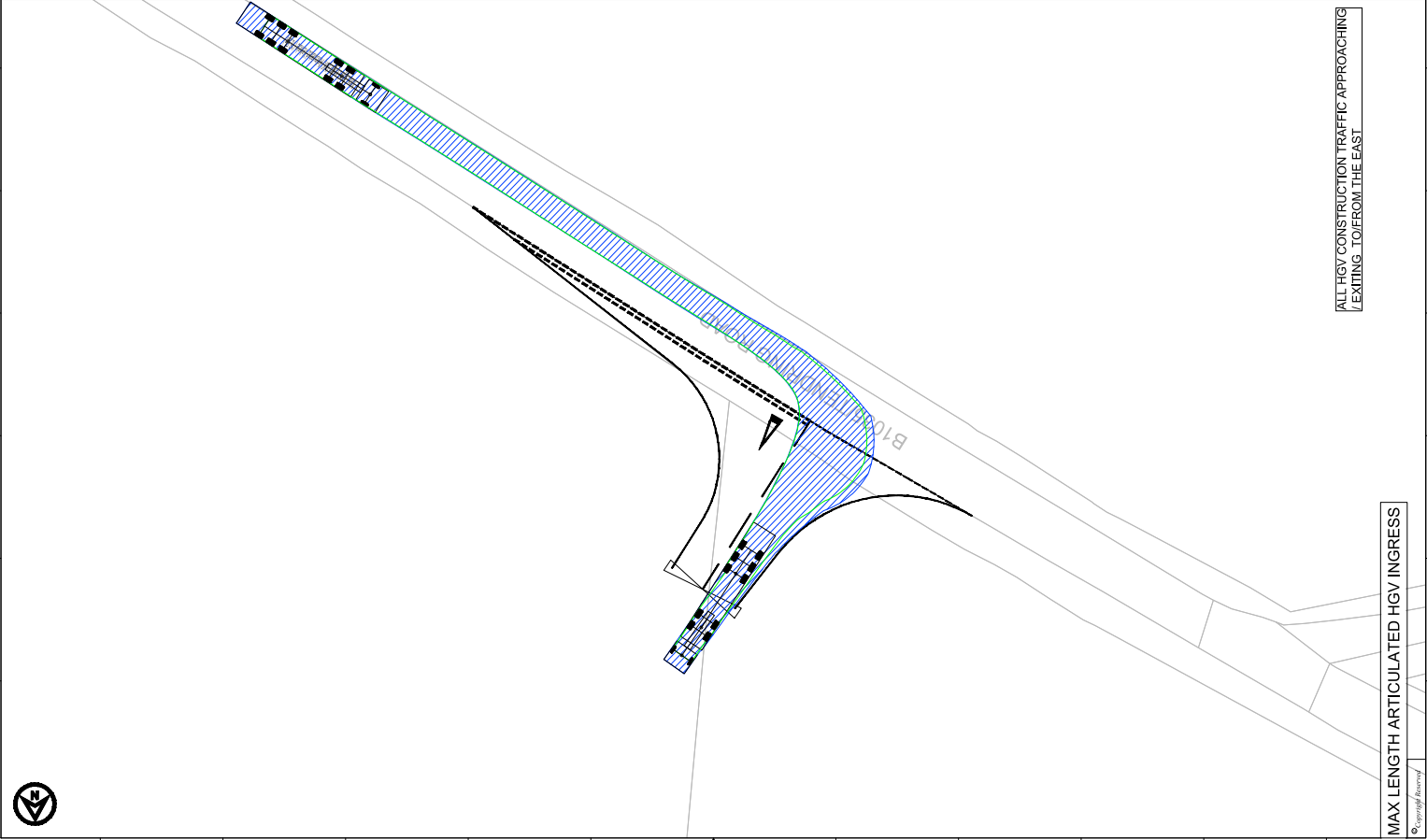
REVISION

NO	DESCRIPTION	DATE
1	PI1	



ALL HGV CONSTRUCTION TRAFFIC APPROACHING / EXITING TO/FROM THE EAST

MAX LENGTH ARTICULATED HGV EGRESS



ALL HGV CONSTRUCTION TRAFFIC APPROACHING / EXITING TO/FROM THE EAST

MAX LENGTH ARTICULATED HGV INGRESS

DO NOT SCALE FROM THIS DRAWING

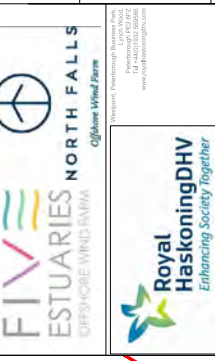
NOTES

- Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
- This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
- X-Distance - the set back from the nearest edge of the carriageway from which the access will be taken.
- Y-Distance - the SSD measured along the nearest centreline of the access.
- All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

- KEY**
- EXISTING ARRANGEMENT
 - ONSHORE RED LINE BOUNDARY
 - PROPOSED GATE
 - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
 - VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION (SEE TABLE 1)
 - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
 - HIGHWAY BOUNDARY
 - PROPOSED TEMPORARY ROAD SIGN



PIZ	ORDER LIMIT AND ROAD SAFETY AUDIT UPDATES	CB	SKT		
P01	07/08/2023	AA	SKT		
REV	DATE	DESCRIPTION	BY	CHK	APP



PROJECT TITLE
FIVE ESTUARIES / NORTH FALLS OFFSHORE WIND FARMS

DRAWING TITLE
AC-5 - B1035/THORPE ROAD GENERAL ARRANGEMENT

DRAWING STATUS

SHEET TITLE	DESIGNED	DRAWN	CHECKED	APPROVED
AT	AA	AA	SKT	SKT

SHEET SCALE	DATE	DATE	DATE
VARIES	07/08/2023	07/08/2023	07/08/2023

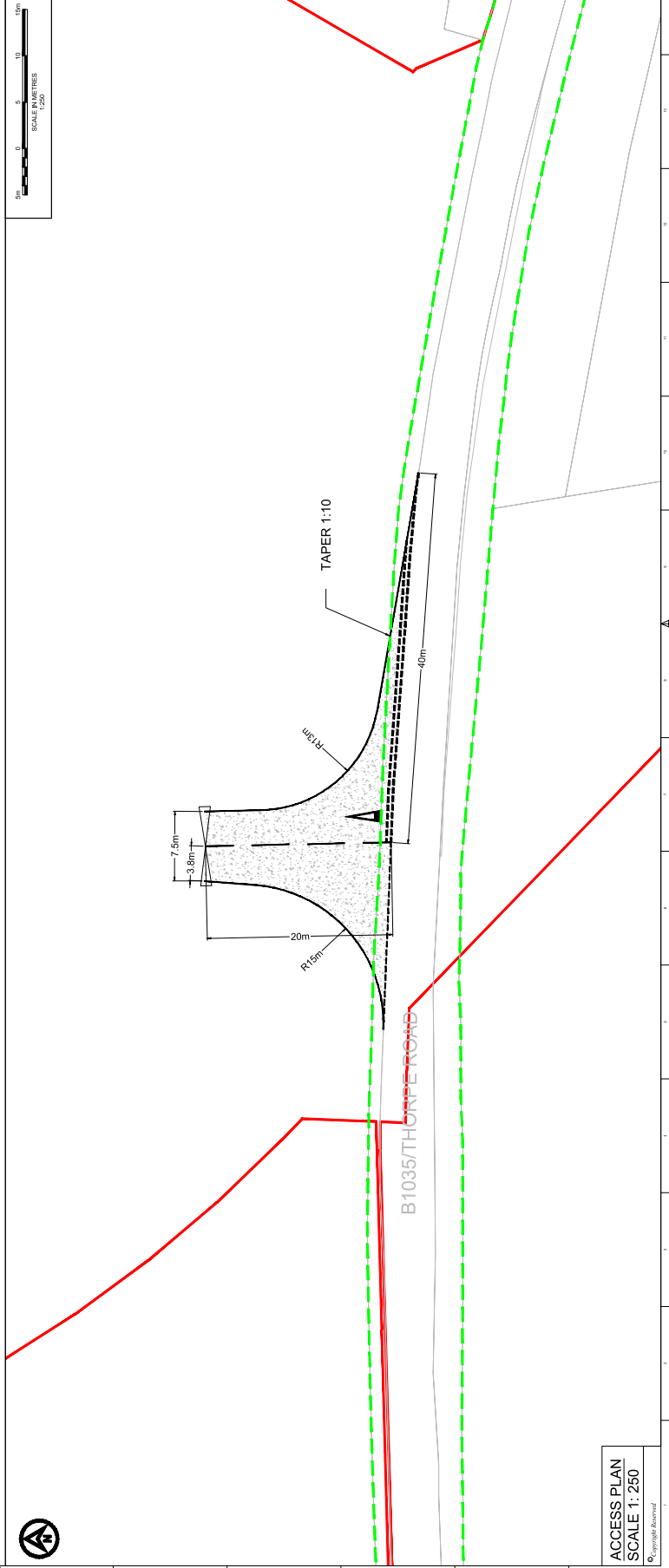
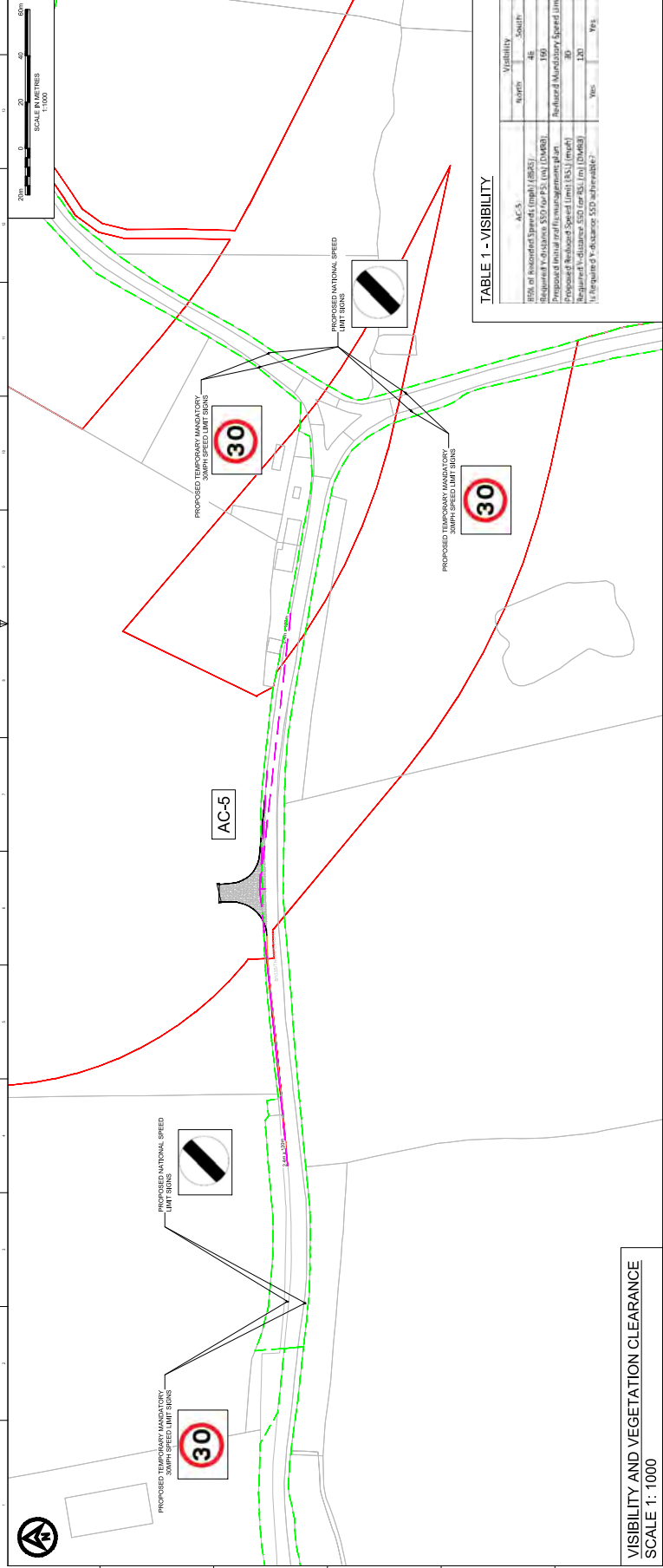
DRAWING NUMBER
P01044-000-ZZ-000-005

REVISION

NO	DESCRIPTION	DATE
1	ISSUE FOR TENDER	07/08/2023

PIZ

NO	DESCRIPTION	DATE
1	ISSUE FOR TENDER	07/08/2023



ACCESS PLAN
SCALE 1: 250

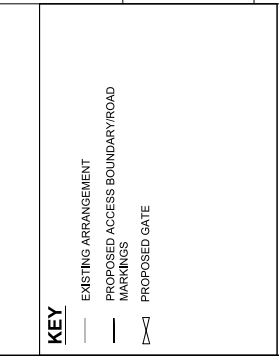
DO NOT SCALE FROM THE DRAWING

NOTES

- Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
- This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD
- MARKINGS
- PROPOSED GATE



VEHICLE TRACKING

VEHICLE BODY SWEEP PATH (FORWARD GEAR)

VEHICLE CHASSIS SWEEP PATH

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	06/09/2023	FIRST ISSUE	AA	SKT	SKT



PROJECT TITLE
FIVE ESTUARIES / NORTH FALLS OFFSHORE WIND FARMS

DRAWING TITLE
AC-5 - B1035/THORPE ROAD SWEEP PATH ANALYSIS

DRAWING STATUS

SHEET TITLE	DESIGNED	CHECKED	APPROVED
AT	AA	AA	SKT

SHEET SCALE	DATE	DATE	DATE
VARIES	06/09/2023	06/09/2023	06/09/2023

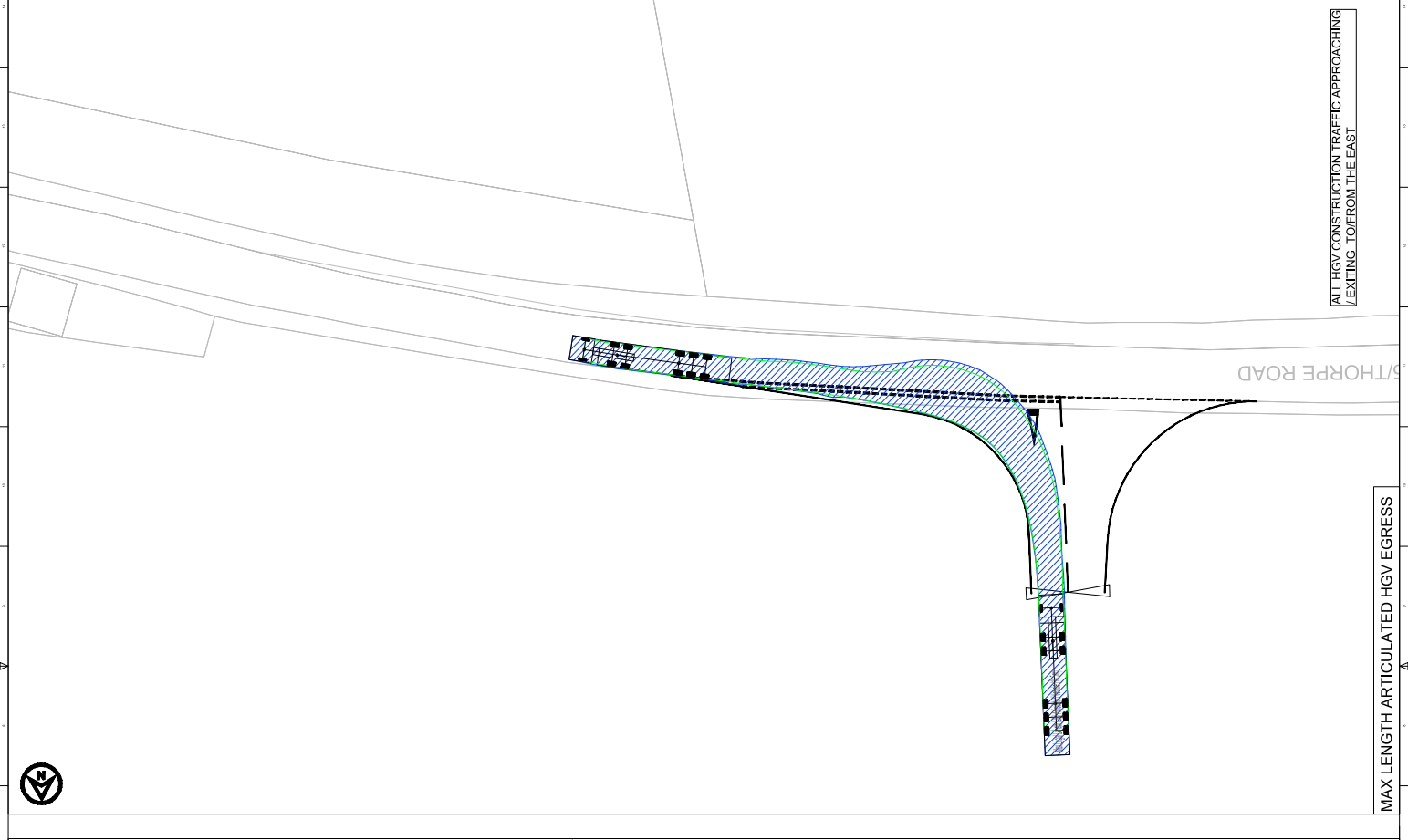
DRAWING NUMBER
PS04404-022-04-R-005

REVISION

NO	DATE	DESCRIPTION
P01		

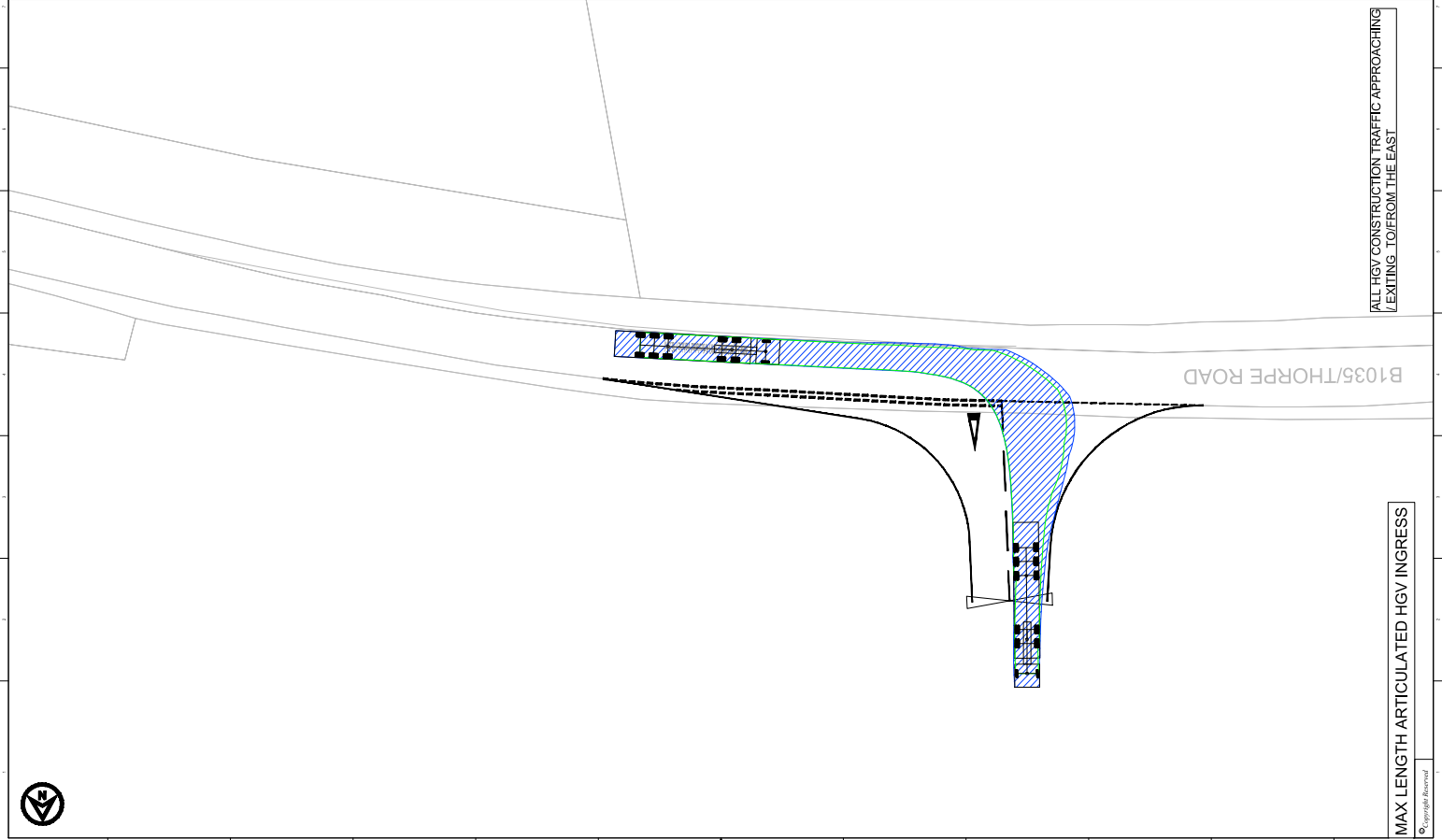
VE DOCUMENT NUMBER

SHEET No	REVISION
[LFC-]	



ALL HGV CONSTRUCTION TRAFFIC APPROACHING / EXITING TO/FROM THE EAST

MAX LENGTH ARTICULATED HGV EGRESS



ALL HGV CONSTRUCTION TRAFFIC APPROACHING / EXITING TO/FROM THE EAST

MAX LENGTH ARTICULATED HGV INGRESS

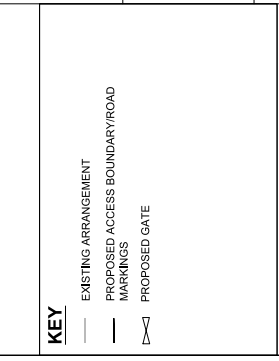
DO NOT SCALE FROM THIS DRAWING

NOTES

- Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
- This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD
- MARKINGS
- PROPOSED GATE



VEHICLE TRACKING

Max. Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Width 2.550m
 Max. Wheelbase 10.000m
 Max. Entry Ground Clearance 0.914m
 Max. Exit Ground Clearance 2.000m
 Lock to Lock Time 6.000s
 Kern to Kern Turning Radius 6.530m

VEHICLE BODY SWEEP PATH (FORWARD GEAR)
 VEHICLE CHASSIS SWEEP PATH

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	06/09/2023	FIRST ISSUE	AA	SKT	SKT

PROJECT TITLE
 FIVE ESTUARIES / NORTH FALLS OFFSHORE WIND FARMS

DRAWING TITLE
 SWEPT PATH ANALYSIS

AC-7 - B1035

DRAWING STATUS

SHEET TITLE	DESIGNED BY	CHECKED BY	APPROVED BY
AT	AA	SKT	SKT

SHEET SCALE	DATE	DATE	DATE
VARIES	06/09/2023	06/09/2023	06/09/2023

DRAWING NUMBER
 P01

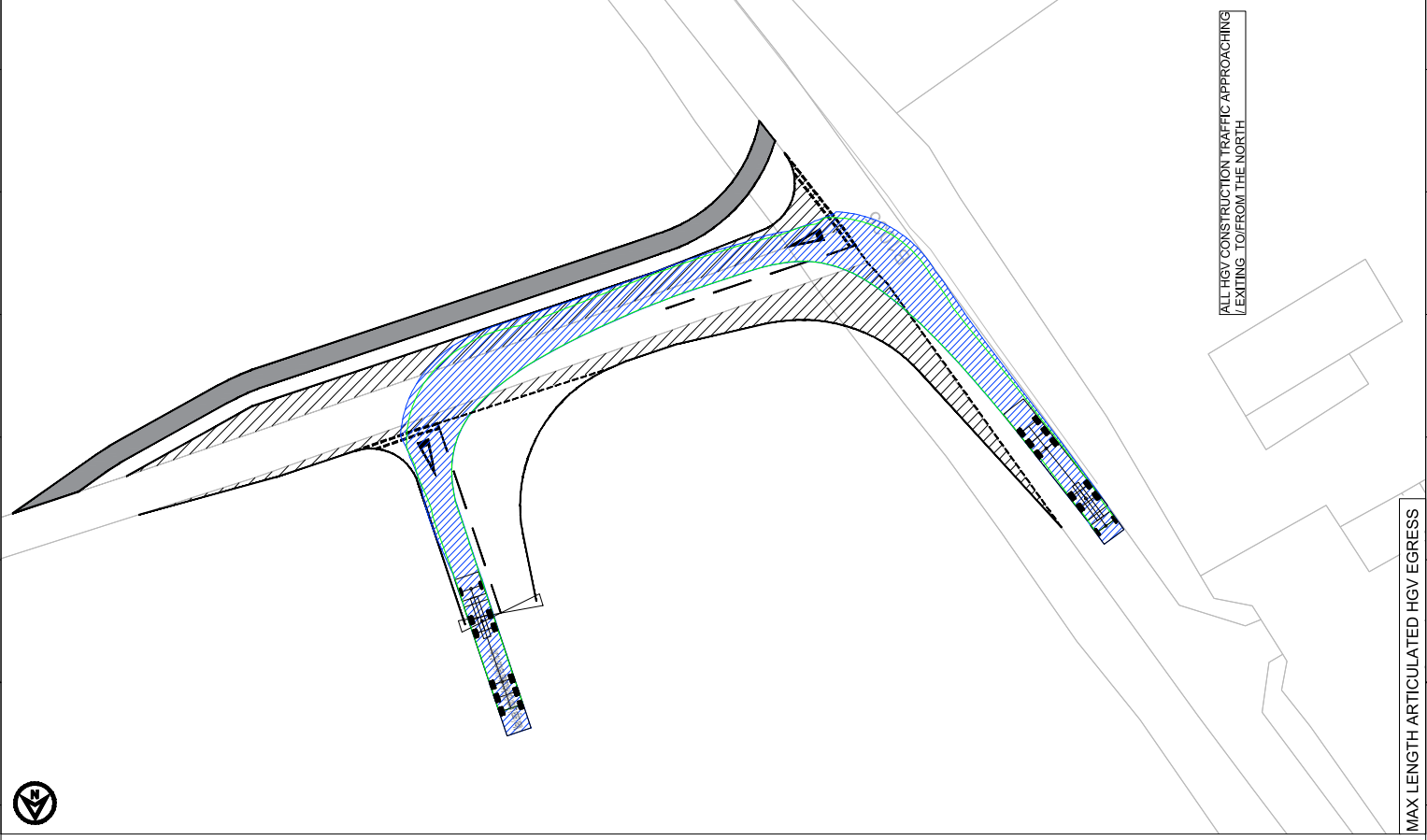
VE DOCUMENT NUMBER
 P01

REVISION

NO	DESCRIPTION	DATE
1	ISSUE FOR CONSTRUCTION	06/09/2023

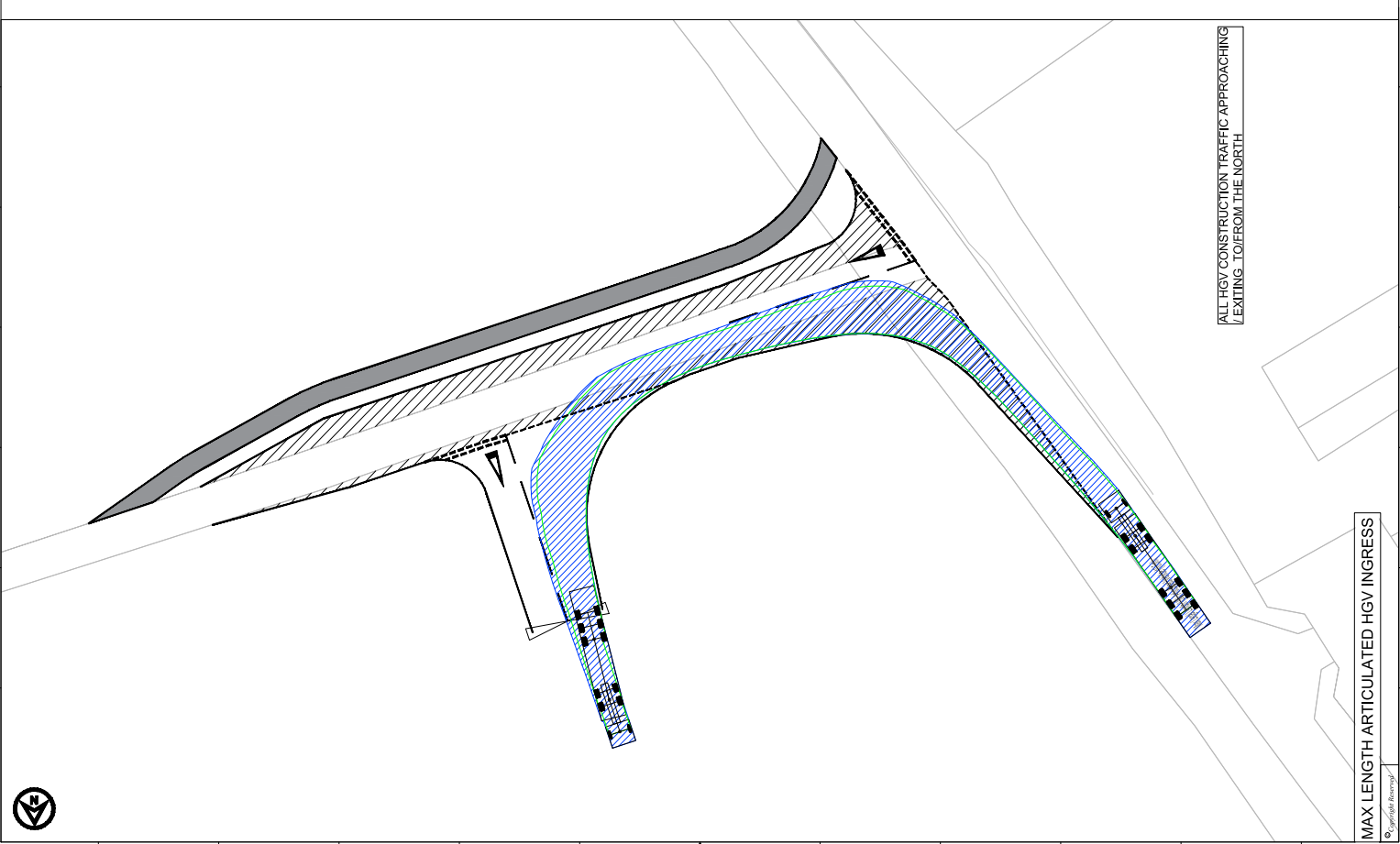
REVISION

NO	DESCRIPTION	DATE
1	ISSUE FOR CONSTRUCTION	06/09/2023



ALL HGV CONSTRUCTION TRAFFIC APPROACHING / EXITING TO/FROM THE NORTH

MAX LENGTH ARTICULATED HGV EGRESS



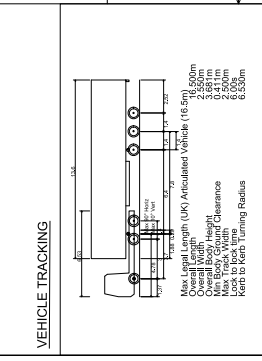
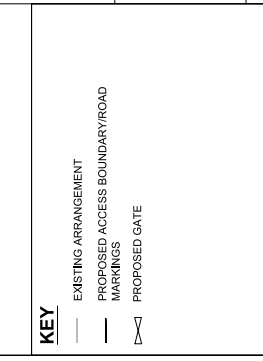
ALL HGV CONSTRUCTION TRAFFIC APPROACHING / EXITING TO/FROM THE NORTH

MAX LENGTH ARTICULATED HGV INGRESS

DO NOT SCALE FROM THIS DRAWING

NOTES

- Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
- This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.



VEHICLE BODY SWEEP PATH (FORWARD GEAR)

VEHICLE CHASSIS SWEEP PATH

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	06/09/2023	FIRST ISSUE	AA	SKT	SKT



PROJECT TITLE
FIVE ESTUARIES / NORTH FALLS OFFSHORE WIND FARMS

DRAWING TITLE
AC-8A & AC-8B - B1035/CLACTON ROAD SWEEP PATH ANALYSIS

DRAWING STATUS

SHEET NO	DESIGNED AT	CHECKED SKT	APPROVED SKT
06/09/2023	AA	AA	AA

PLANNING

SHEET SCALE	DATE	DATE	DATE
06/09/2023	06/09/2023	06/09/2023	06/09/2023

DRAWING NUMBER
PS6149H02Z04R0407

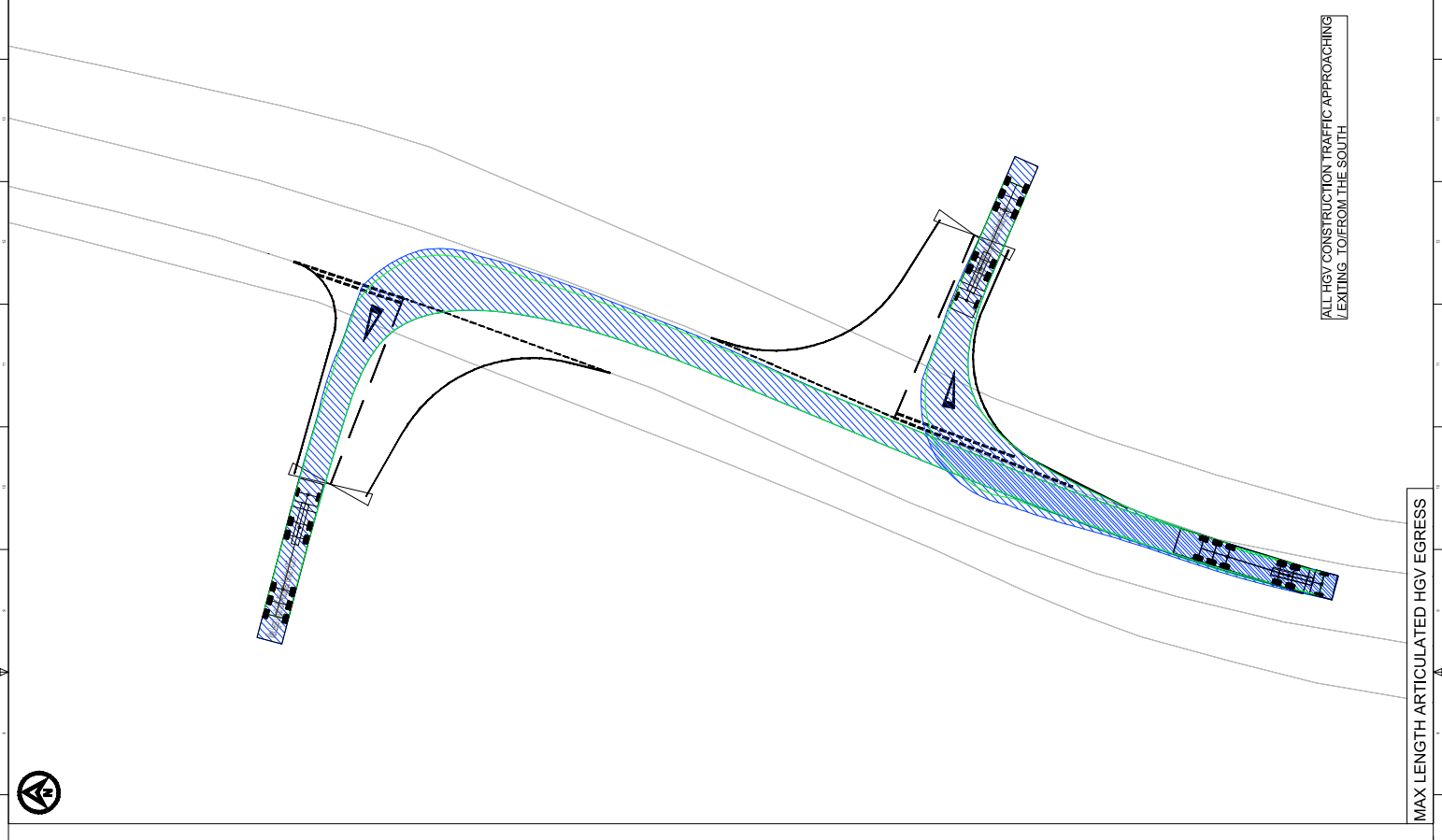
VE DOCUMENT NUMBER
-

REVISION

NO	DATE	DESCRIPTION
1		

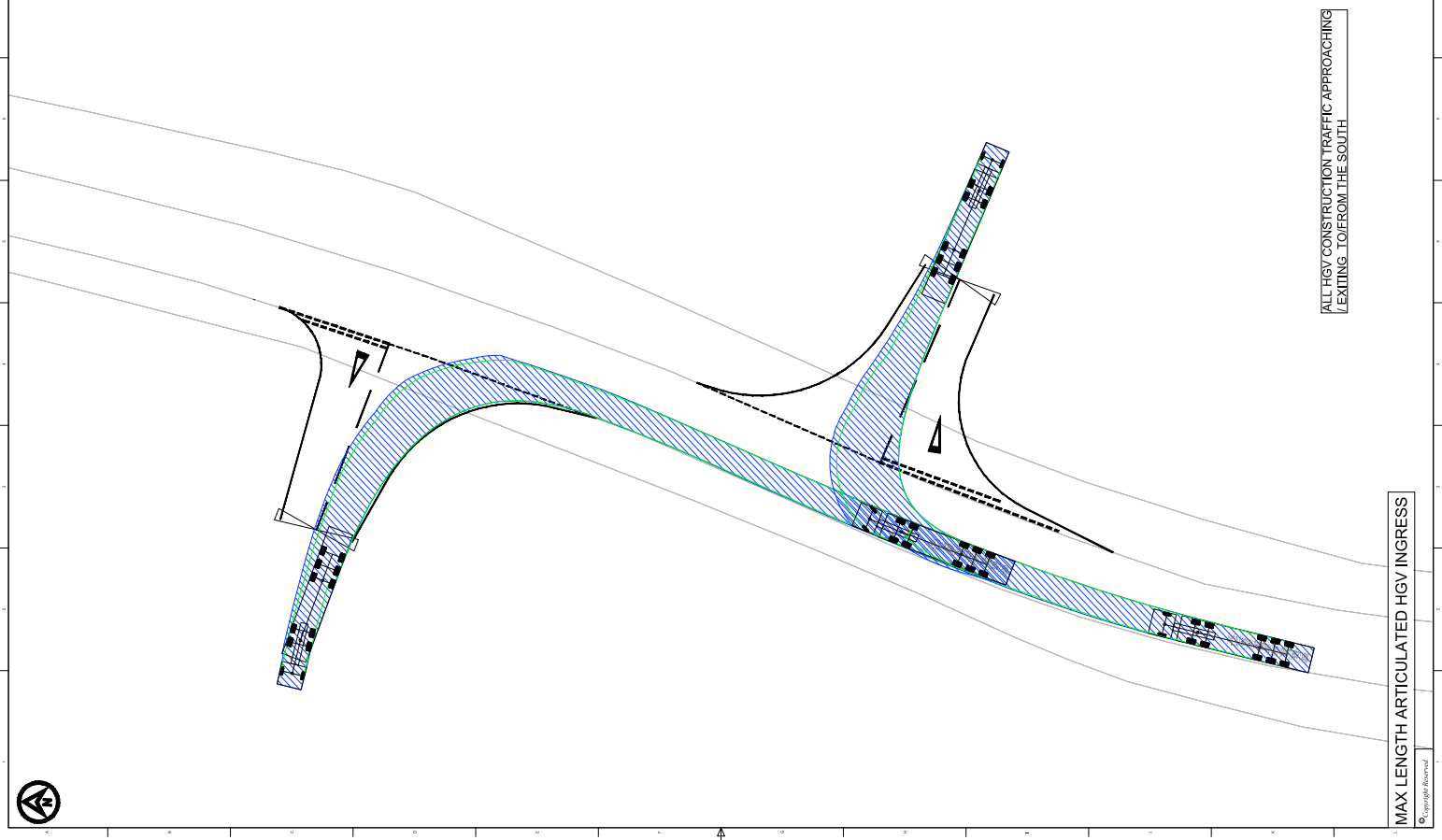
REVISION

NO	DATE	DESCRIPTION
1		



ALL HGV CONSTRUCTION TRAFFIC APPROACHING /EXITING TO/FROM THE SOUTH

MAX LENGTH ARTICULATED HGV EGRESS



ALL HGV CONSTRUCTION TRAFFIC APPROACHING /EXITING TO/FROM THE SOUTH

MAX LENGTH ARTICULATED HGV INGRESS



Appendix R Construction Accesses and Haul Road Crossings – Stage 1 RSA

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024





Stage 1 Road Safety Audit

Ardleigh Road / Bentley Road, Five Estuaries Wind Farm

RWE

Prepared by:

SLR Consulting Limited

Ground Floor Belmont House , Churchill Way, Cardiff,
CF10 2HE

SLR Project No.: 425.002196.00001

Client Reference No: XXXX

27 November 2023

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	27 November 2023	Sasha Respini	Alastair Pike	Alastair Pike
	Click to enter a date.			

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with RWE (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.



Table of Contents

1.0	Introduction	4
2.0	Matters arising from this Stage 1 RSA.....	6
3.0	Audit Team Statement.....	11

Appendices

Appendix A	Site Location Plans
Appendix B	Submitted Documents
Appendix C	Problem Location Plans



Acronyms and Abbreviations

RSA	Road Safety Audit
DMRB	Design Manual for Roads and Bridges
MfS	Manual for Streets
PIC	Personal Injury Collisions
DfS	Departures from Standards
SPA	Swept Path Analysis



1.0 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out on Monday 27th November 2023. The RSA was carried out on behalf of RWE. The Overseeing Organisation for this Stage 1 is Essex County Council.
- 1.2 An Audit Brief was prepared by Daniel Moran of SLR Consulting Ltd on 13th September 2023. This Audit Brief was formally accepted by the Audit Team on the same date.
- 1.3 This Road Safety Audit team was as follows:
 - Sasha Respini, BSc (Hons), MSc, MCIHT, MSoRSA
Audit Team Leader
Principal Transport Planner
SLR Consulting Ltd
 - ALASTAIR PIKE, MICE, MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Member
Head of Road Safety
SLR Consulting Ltd
- 1.4 A site visit was undertaken by the Audit Team on Thursday 09th November 2023, between the hours of 13:00 and 14:30. The weather at the time of the visit was overcast and the carriageway surface was generally dry. Vehicular traffic levels were considered to be low. There were no pedestrian and no cyclist movements observed during this time.
- 1.5 Site location plans can be found at **Appendix A** of this report.
- 1.6 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.
- 1.7 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 1.8 A table of documents submitted for this Stage 1 RSA can be found in **Appendix B**.
- 1.9 The scheme subject to Stage 1 RSA for both Ardleigh Road and Bentley Road comprises a construction access junction and haul road crossings associated with the installation of an export cable to carry power from a proposed offshore windfarm located off the coast of Essex. This access point and haul road are located on Ardleigh Road, Little Bentley and will be required for a period of approximately 18 months.
- 1.10 Submitted design drawings have been annotated to show the locations of any problems identified during this Stage 1 RSA. These plans can be found at **Appendix C**.
- 1.11 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.



Departures from Standards

- 1.12 The Audit Team were not informed of any Departure from Standards (DfS) associated with the design proposals.



2.0 Matters arising from this Stage 1 RSA

004943785-01-MOT - Co-located Substations Early Design – Permanent and Temporary Access Junction with Ardleigh Road

2.1 Problem.

Location: Site access.

Summary: Overhead cables may lead to damage to infrastructure, vehicles and occupants.

Onsite observations noted that the presence of overhead cables that cross Ardleigh Road in various locations in the vicinity of the proposed development. The vertical alignment of proposed HGV access movements may lead to damage to infrastructure or damage to vehicles and injury to occupants.

Recommendation:

It is recommended that the vertical assessment is carried out for the appropriate vehicle types to ensure no conflict remains.

2.2 Problem.

Location: Site access.

Summary: Westbound HGV egress does not allow for two way working for large vehicles potentially leading to shunt or head on type collisions.

The proposed access swept path analysis shows a vehicle both egressing and accessing the proposed junction from the west. This location does not support the two-way movements of HGV's and this movement may in turn lead to head on or shunt type collisions between vehicles.

Recommendation:

It is recommended that all HGV access should be controlled such that opposing vehicles meet to the east of the access junction.



2.3 Problem.

Location: Site haul road.

Summary: There is no tolerance for HGVs when turning into / out of the site access which may lead to loss of control type collisions.

The vehicle tracking demonstrates no additional tolerance in surfaced width for HGVs at the site access and along the haul road track. This arrangement does not allow any room for manoeuvre along the track and relies on a perfect HGV turn each time. This proposed arrangement may lead to loss of control type collisions.

Recommendation:

It is recommended that the proposed haul road is widened to allow more width for large construction vehicles.



104560-MMD-00-XX-DR-CE-1032-1

2.4 Problem.

Location: Site access.

Summary: At a 9m setback, existing trees may obscure the visibility splay potentially leading to side swipe type collisions.

Onsite observations noted that the presence of existing vegetation may constitute an obstruction to the junction visibility. Obstruction to visibility splays may lead to injudicious vehicle movements at the proposed junction leading to side swipe collisions between vehicles.

Recommendation:

It is recommended that the trees be cut back and maintained as such that it does not pose an obstruction to the visibility splays.

2.5 Problem.

Location: Site access.

Summary: The position of the gate could cause rear end shunts.

The position of the proposed gate is set back 18m and does not allow the largest vehicle (25m) to fully clear the main carriageway when waiting. There is no detail provided that shows the proposed operation of the gate features. Should they be closed for any reason their proposed location could leave HGVs overhanging the public highway which may result in shunt / side swipe type collisions.

Recommendation:

It is recommended that the gates are relocated further back into the site such that if a gate is closed for whatever reason, an HGV can still clear the public highway before stopping.



2.6 Problem.

Location: Site haul road.

Summary: There is no tolerance for HGVs when turning into / out of the site access which may lead to loss of control type collisions.

The vehicle tracking demonstrates no additional tolerance in surfaced width for HGVs at the site access and along the haul road track. This arrangement does not allow any room for manoeuvre along the track and relies on a perfect HGV turn each time. This proposed arrangement may lead to loss of control type collisions.

Recommendation:

It is recommended that the proposed haul road is widened to allow more width for large construction vehicles.

2.7 Problem.

Location: Internal site.

Summary: No turning area is provided to allow vehicles to turn and egress the site in a forward gear, may lead to side swipe type collisions.

It is not clear from the supplied drawings whether a construction compound, or similar, will be provided on the site to allow for vehicles to turn within the site, this could compel drivers to reverse from the site onto the public highway which could lead to obscured visibility and side swipe type collisions.

Recommendation:

It is recommended that a turning area for large construction vehicles is provided within the site boundary during the construction works to ensure vehicles can access and egress the site in a forward gear.



104560-MMD-00-XX-DR-CE-1032-2

2.8 Problem.

Location: Proposed site access.

Summary: The level difference between the carriageway and site could result in loss of control or side swipe type collisions.

Onsite observations found that there was a difference in levels between the existing carriageway and the new access. An excessive gradient may create difficulty for large construction vehicles wishing to access Lodge Lane and may in turn lead to a lack of surface friction and slow egress movements potentially creating shunt / side swipe type collisions between egressing construction vehicles and vehicles travelling on Bentley Road.

Recommendation:

It is recommended that the existing gradient be amended to an appropriate level for the restart movements of large vehicles accessing Bentley Road from the proposed site.



3.0 Audit Team Statement

3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Sasha Respini

Signed:

Position: Principal Transport Planner

Organisation: SLR Consulting Ltd

Date: 27 November 2023

Road Safety Audit Team Member

Name: Alastair Pike

Signed:

Position: Head of Road Safety

Organisation: SLR Consulting Ltd

Date: 27 November 2023





Appendix A Site Location Plans

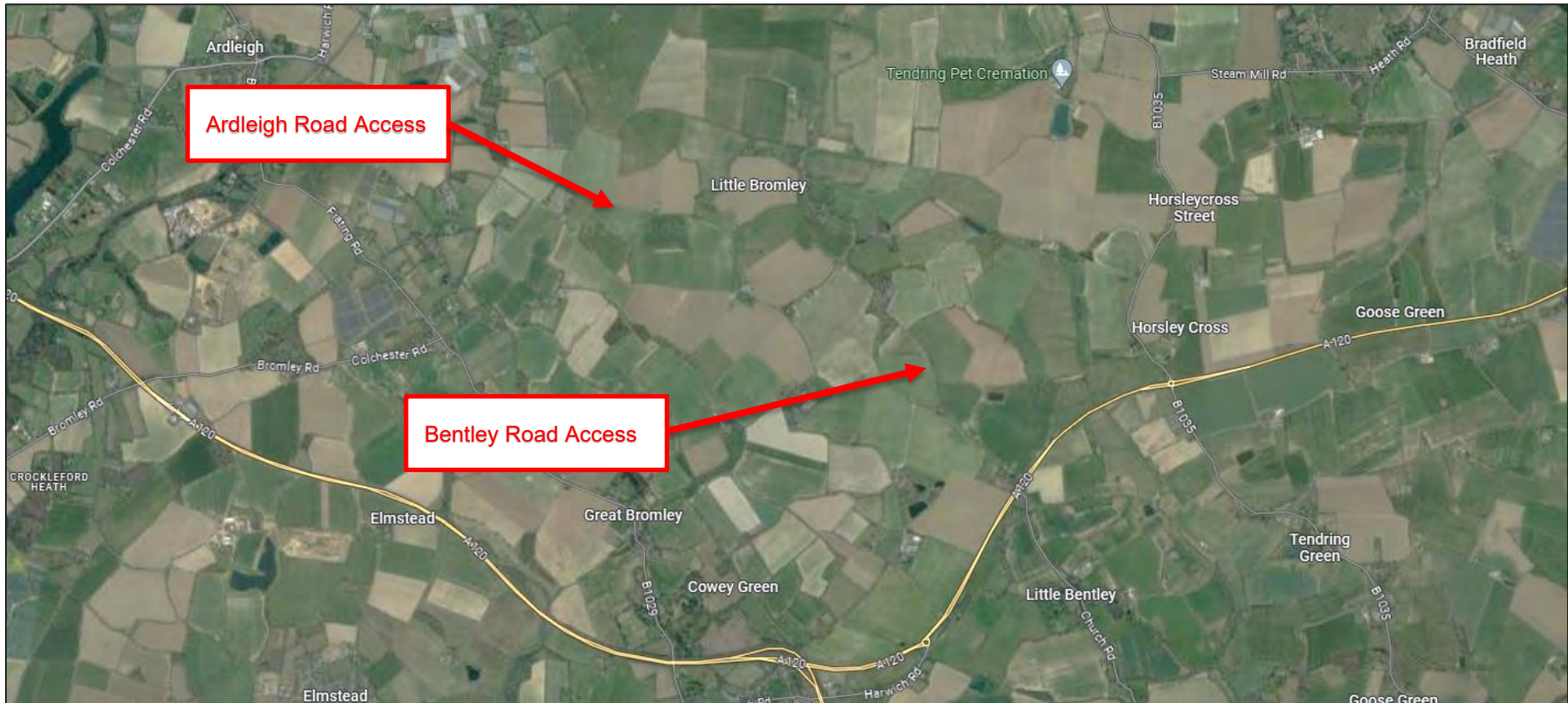
Stage 1 Road Safety Audit

Ardleigh Road / Bentley Road, Five Estuaries Wind Farm

RWE

SLR Project No.: 425.002196.00001

27 November 2023





Appendix B Submitted Documents

Stage 1 Road Safety Audit

Ardleigh Road / Bentley Road, Five Estuaries Wind Farm

RWE

SLR Project No.: 425.002196.00001

27 November 2023

Submitted Documents

Document	Document Title
Design Drawings	104560-MMD-00-XX-DR-CE-1032-1 004943785-01-MOT - Co-located Substations Early Design – Permanent and Temporary Access Junction with Arleigh Road 104560-MMD-00-XX-DR-CE-1032-1 104560-MMD-00-XX-DR-CE-1032-2





Appendix C Problem Location Plans

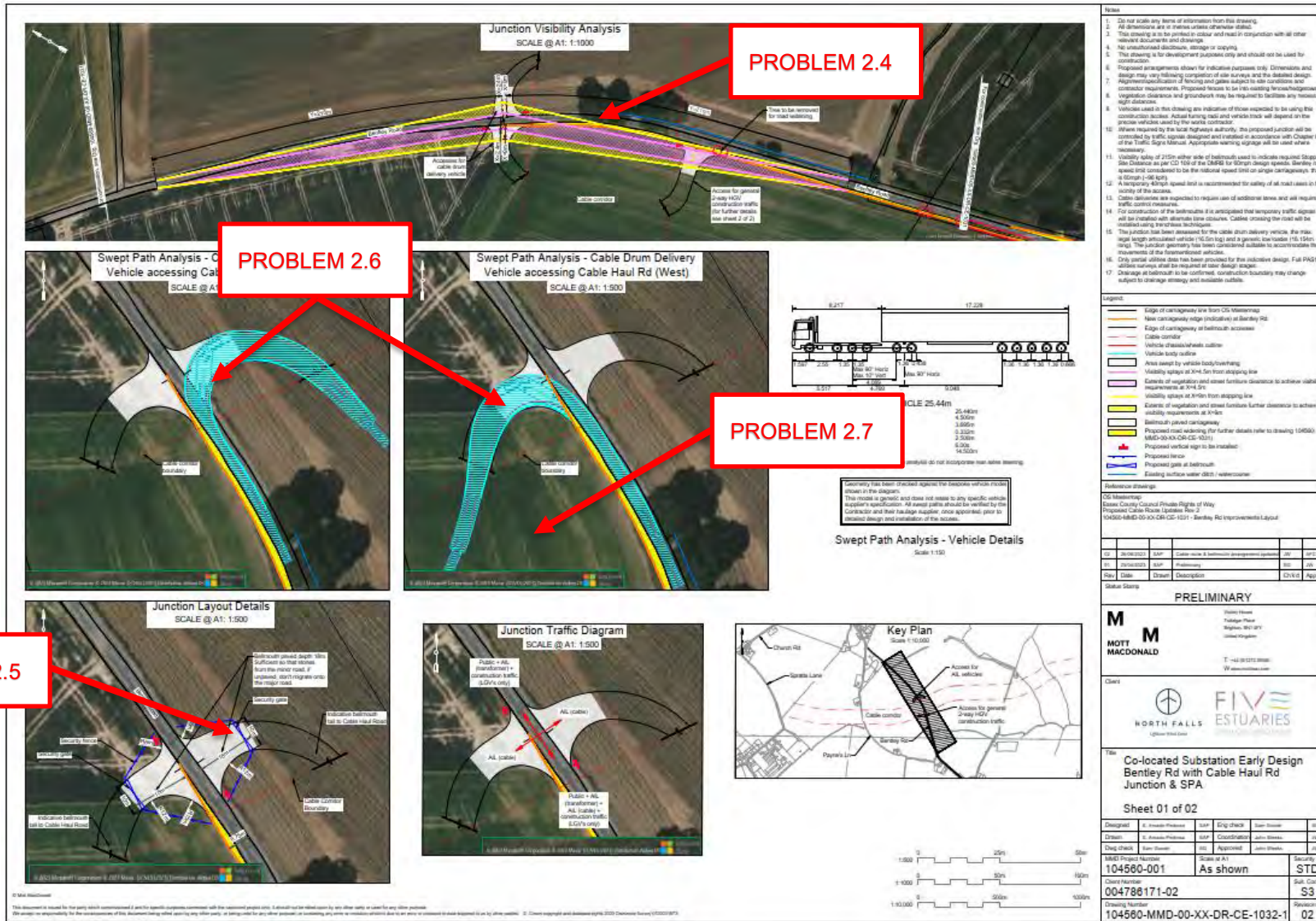
Stage 1 Road Safety Audit

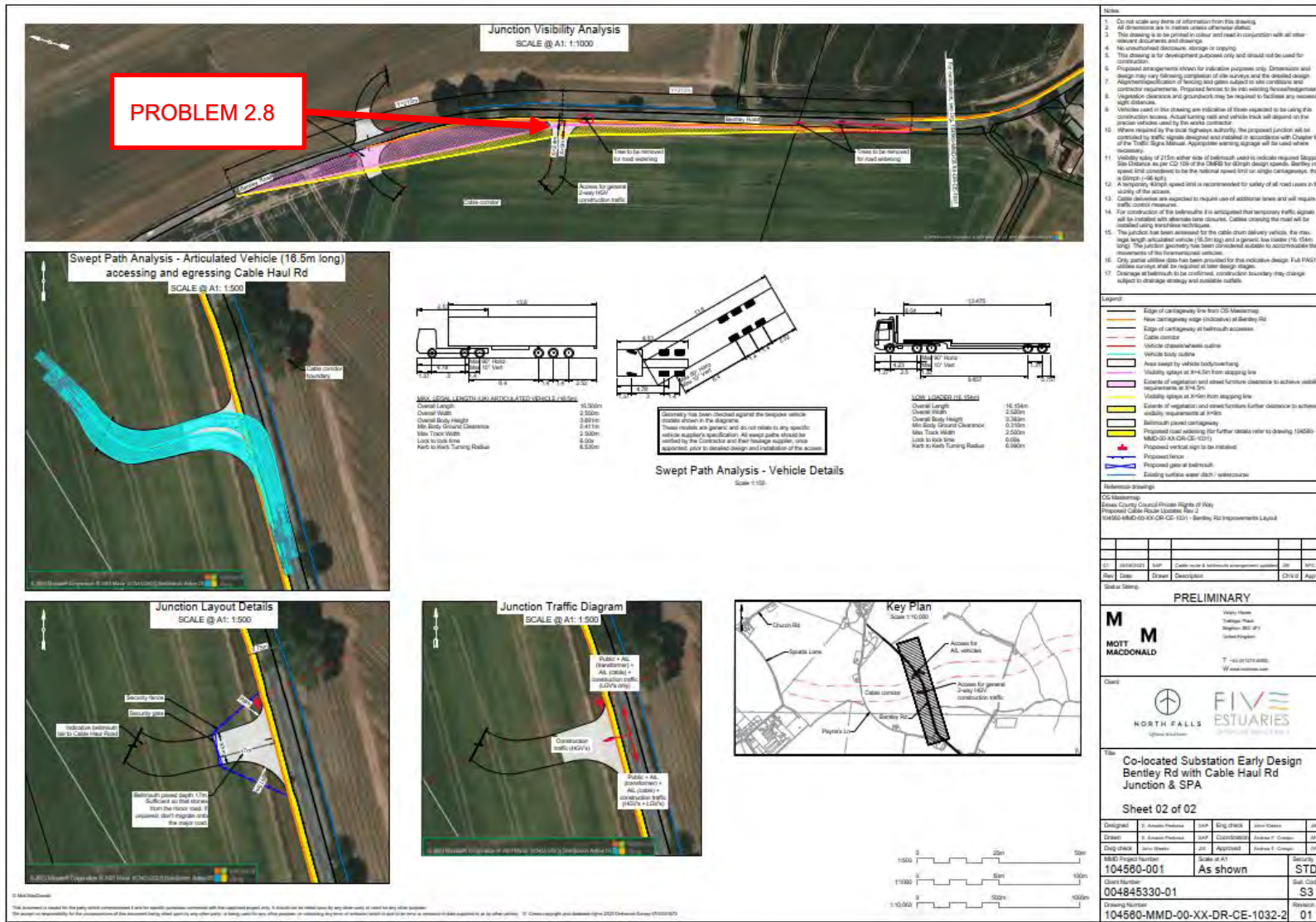
Ardleigh Road / Bentley Road, Five Estuaries Wind Farm

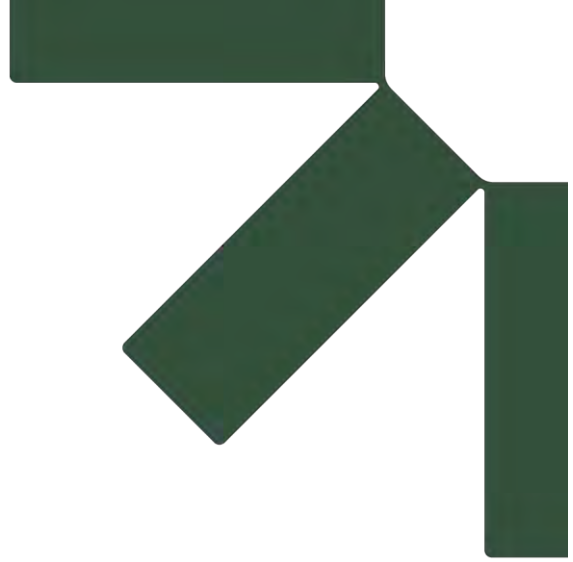
RWE

SLR Project No.: 425.002196.00001

27 November 2023









Making Sustainability Happen



Stage 1 Road Safety Audit

Five Estuaries / North Falls Wind Farm

RWE

Prepared by:

SLR Consulting Limited

Ground Floor Helmont House , Churchill Way, Cardiff,
CF10 2HE

SLR Project No.: 237699

Client Reference No: XXXX

7 November 2023

Revision: 05

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	17 October 2023	Alastair Pike	Sasha Boland	Alastair Pike
02	23 October 2023	Alastair Pike	Sasha Boland	Alastair Pike
03	25 October 2023	Alastair Pike	Sasha Boland	Alastair Pike
04	27 October 2023	Alastair Pike	Sasha Boland	Alastair Pike
05	7 November 2023	Alastair Pike	Sasha Boland	Alastair Pike

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with RWE (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.



Table of Contents

1.0 Introduction	4
2.0 Matters arising from this Stage 1 RSA.....	6
3.0 Audit Team Statement.....	36

Appendices

Appendix A	Site Location Plans
Appendix B	Submitted Documents
Appendix C	Problem Location Plans



Acronyms and Abbreviations

RSA	Road Safety Audit
DMRB	Design Manual for Roads and Bridges
MfS	Manual for Streets
PIC	Personal Injury Collisions
DfS	Departures from Standards
SPA	Swept Path Analysis



1.0 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out on Tuesday 17th October 2023. The RSA was carried out on behalf of RWE. The Overseeing Organisation for this Stage 1 is Essex County Council.
- 1.2 An Audit Brief was prepared by Daniel Moran of SLR Consulting Ltd on 13th September 2023. This Audit Brief was formally accepted by the Audit Team on the same date.
- 1.3 This Road Safety Audit team was as follows:
- ALASTAIR PIKE, MICE, MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Leader
Head of Road Safety
SLR Consulting Ltd
- Sasha Respini, BSc (Hons), MSc, MCIHT, MSoRSA
Audit Team Member
Principal Transport Planner
SLR Consulting Ltd
- 1.4 A site visits were undertaken by the Audit Team on Wednesday 20th September 2023, between the hours of 12:00pm and 16:00pm. The weather at the time of the visit was overcast with light rain and the carriageway surface was generally dry. Vehicular traffic levels were considered to be low. There were no pedestrian and no cyclist movements observed during this time.
- 1.5 Site location plans can be found at **Appendix A** of this report.
- 1.6 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.
- 1.7 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 1.8 A table of documents submitted for this Stage 1 RSA can be found in **Appendix B**.
- 1.9 The scheme subject to Stage 1 RSA comprises a number of construction access junctions and haul road crossings associated with the installation of an export cable to carry power from a proposed offshore windfarm located off the coast of Essex. These access points and haul roads will be required for a period of approximately 18 months. Access have been constructed to both DMRB and MfS design standards.
- 1.10 Submitted design drawings have been annotated to show the locations of any problems identified during this Stage 1 RSA. These plans can be found at **Appendix C**.
- 1.11 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.



Departures from Standards

- 1.12 The Audit Team were not informed of any Departure from Standards (DfS) associated with the design proposals.



2.0 Matters arising from this Stage 1 RSA

Location AC1 - B1032 - General Arrangement

2.1 No road safety problems.

Location AC1 - B1032 - Swept Path Analysis

2.2 No road safety problems.



Location AC2 - B1032 - General Arrangement

2.3 No road safety problems.

Location AC2 - B1032 - Swept Path Analysis

2.4 No road safety problems.



Location AC3 – B1033 / Thorpe Road - General Arrangement

2.5 Problem.

Location: B1033 Thorpe Road access arrangements.

Summary: Drainage ditches either side of the carriageway may lead to loss of control type collisions.

Onsite observations found that there were drainage ditches running alongside the carriageway in the proposed location of the site access junctions. These ditches are not shown on design drawings to be culverted. This arrangement may lead to vehicles wishing to access / egress the site dropping a wheel into the existing ditches potentially leading to loss of control type collisions.

Recommendation:

It is recommended that any access point which crossed an existing drainage facility is appropriately culverted to ensure HGV's can access the site without loss of control issues.

Location AC3 – B1033 / Thorpe Road – Swept Path Analysis

2.6 No road safety problems.



Location AC4 – B1035 / Tendring Road - General Arrangement

2.7 Problem.

Location: B1035 Tendring Road access arrangement.

Summary: Drainage ditches either side of the carriageway may lead to loss of control type collisions.

Onsite observations found that there were drainage ditches running alongside the carriageway in the proposed location of the site access junctions. These ditches are not shown on design drawings to be culverted. This arrangement may lead to vehicles wishing to access / egress the site dropping a wheel into the existing ditches potentially leading to loss of control type collisions.

Recommendation:

It is recommended that any access point which crossed an existing drainage facility is appropriately culverted to ensure HGV's can access the site without loss of control issues.

2.8 Problem.

Location: B1035 Tendring Road access arrangement.

Summary: The level difference between the carriageway and site could result in loss of control or side swipe type collisions.

Onsite observations found that there was a difference in levels between the existing carriageway and the new access. The steep gradient may create difficulty for large construction vehicles wishing to access Tendring Road and may in turn lead to a lack of surface friction and slow egress movements potentially creating shunt / side swipe type collisions between egressing construction vehicles and vehicles travelling on Tendring Road.

Recommendation:

It is recommended that the existing gradient be amended to an appropriate level for the restart movements of large vehicles accessing Tendring Road from the proposed site.



Location AC4 – B1035 / Tendring Road – Swept Path Analysis

2.9 No road safety problems.



Location AC5 – B1035 / Thorpe Road - General Arrangement

2.10 Problem.

Location: Thorpe Road - both sides of the proposed access.

Summary: Signage obscured by vegetation leading to shunt type collisions or collisions between vehicles and signage installations

Onsite observations found that there was limited room to mount signage posts on the edge of the carriageway without being obscured by existing vegetation. Obstruction to the signage may lead to injudicious vehicles movements at the transition point potentially leading to side swipe or shunt type collisions between vehicles.

Recommendation.

It is recommended that the vegetation is cut back and maintained and that there is appropriate clearance to traffic such that the signage does not pose an obstruction to vehicles.

2.11 Problem.

Location: Proposed access.

Summary: Drainage ditches either side of the carriageway may lead to loss of control type collisions.

Onsite observations found that there were drainage ditches running alongside the carriageway in the proposed location of the site access junctions. These ditches are not shown on design drawings to be culverted. This arrangement may lead to vehicles wishing to access / egress the site dropping a wheel into the existing ditches potentially leading to loss of control type collisions.

Recommendation:

It is recommended that any access point which crossed an existing drainage facility is appropriately culverted to ensure HGV's can access the site without loss of control issues.



2.12 Problem.

Location: Proposed access.

Summary: Existing vegetation may obscure visibility splay to the west and east potentially leading to side swipe type collisions.

Onsite observations noted that the presence of existing vegetation may constitute an obstruction to the junction visibility. Design drawings show the visibility splay crossing the carriageway but does not account for the existing vegetation that overhangs at the existing field access point. Obstruction to junction visibility splays may lead to injudicious vehicles movements at the proposed junction potentially leading to side swipe type collisions between vehicles.

Recommendation:

It is recommended that the vegetation to the west and east of the site access junction be cut back and maintained such that it does not pose an obstruction to visibility splays.



Location AC5 – B1035 / Thorpe Road – Swept Path Analysis

2.13 No road safety problems.



Location AC7 – B1035 - General Arrangement

2.14 Problem.

Location: Proposed site access.

Summary: Public Right of Way (PRoW) route following the access route could lead to side swipe type collisions.

An existing PRoW was signposted at the site access. The presence of this route could create a potential conflict between pedestrians and vehicles. Vulnerable road users may be at risk of being struck by turning vehicles or may inadvertently obstruct the path of the vehicles, increasing the likelihood of collisions due to the difference in speeds between vehicles and pedestrians.

Recommendation:

It is recommended to relocate the access or divert the PRoW to avoid potential collisions between vehicles and pedestrians.

Location AC7 – B1035 – Swept Path Analysis

2.15 No road safety problems.



Location AC8 – B1035 - General Arrangement

2.16 No road safety problems.

Location AC8 – B1035 – Swept Path Analysis

2.17 No road safety problems.



Location CR1 – Little Clacton Road - General Arrangement

2.18 Problem.

Location: Proposed southern access junction.

Summary: The position of the gate could cause rear end shunts.

The position of the proposed gate does not allow a vehicle to fully clear the main carriageway when waiting. There is no detail provided that shows the proposed operation of the gate features. Should they be closed for any reason their proposed locations may leave HGV's overhanging the public highway which may result in shunt / side swipe type collisions between vehicles.

Recommendation:

It is recommended that the gates are relocated further back into the site such that if a gate is closed for any reason, an HGV can still clear the public highway before stopping.

2.19 Problem.

Location: Proposed northern access junction.

Summary: The position of the gate could cause rear end shunts.

The position of the proposed gate does not allow a vehicle to fully clear the main carriageway when waiting. There is no detail provided that shows the proposed operation of the gate features. Should they be closed for any reason their proposed locations may leave HGV's overhanging the public highway which may result in shunt / side swipe type collisions between vehicles.

Recommendation:

It is recommended that the gates are relocated further back into the site such that if a gate is closed for any reason, an HGV can still clear the public highway before stopping.



2.20 Problem.

Location: Proposed access.

Summary: Drainage ditches either side of the carriageway may lead to loss of control type collisions.

Onsite observations found that there were drainage ditches running alongside the carriageway in the proposed location of the site access junctions. These ditches are not shown on design drawings to be culverted. This arrangement may lead to vehicles wishing to access / egress the site dropping a wheel into the existing ditches potentially leading to loss of control type collisions.

Recommendation:

It is recommended that any access point which crossed an existing drainage facility is appropriately culverted to ensure HGV's can access the site without loss of control issues.



Location CR3 – B1034 /Sneating Hall Lane - General Arrangement

2.21 Problem.

Location: General.

Summary: Low overhead cables could lead to damage to vehicles.

Onsite observations found that there were existing low hanging overhead cables parallel to the carriageway in the position of the proposed access. This could cause damage to vehicles and their occupants or could potentially cause congestion as vehicles manoeuvred around them, leading to side swipe or rear end shunt type collisions.

Recommendation:

It is recommended that a safe clearance height is provided and maintained, especially within the vicinity of the proposed site access.

2.22 Problem.

Location: B1034 / Sneating Hall Lane proposed access.

Summary: No information provided with regards to control of junctions and gates may lead to vehicles being left straddling the public highway at risk of shunt / side swipe collisions between vehicles.

Vehicles travelling along the B1034 / Sneating Hall Lane may not be aware of crossing HGV movements. There are no details provided which might indicate the operation of gates and therefore no certainty that vehicles may cross the public highway unassisted. These arrangements may lead to HGV's straddling the public highway with approaching vehicles unaware of this potential hazard which may in turn lead to side swipe / shunt type collisions.

Recommendation:

It is recommended that a control measure is introduced to ensure gates are open for crossing vehicles and that approaching vehicles on the public highway are given advanced warning of the potential for HGV traffic to be crossing the public highway.



2.23 Problem.

Location: Proposed access.

Summary: Drainage ditches either side of the carriageway may lead to loss of control type collisions.

Onsite observations found that there were drainage ditches running alongside the carriageway in the proposed location of the site access junctions. These ditches are not shown on design drawings to be culverted. This arrangement may lead to vehicles wishing to access / egress the site dropping a wheel into the existing ditches potentially leading to loss of control type collisions.

Recommendation:

It is recommended that any access point which crossed an existing drainage facility is appropriately culverted to ensure HGV's can access the site without loss of control issues.



Location CR4 – Damant’s Farm Lane - General Arrangement

2.24 Problem.

Location: Proposed site access.

Summary: No information provided with regards to control of junctions and gates may lead to vehicles being left straddling the public highway at risk of shunt / side swipe collisions between vehicles.

Vehicles travelling along the Damant’s Farm Lane may not be aware of crossing HGV movements. There are no details provided which might indicate the operation of gates and therefore no certainty that vehicles may cross the public highway unassisted. These arrangements may lead to HGV’s straddling the public highway with approaching vehicles unaware of this potential hazard which may in turn lead to side swipe / shunt type collisions.

Recommendation:

It is recommended that a control measure is introduced to ensure gates are open for crossing vehicles and that approaching vehicles on the public highway are given advanced warning of the potential for HGV traffic to be crossing the public highway.



Location CR5 – B1414 / Andermere Road - General Arrangement

2.25 Problem.

Location: Proposed site access.

Summary: Public Right of Way (PRoW) route following the access route could lead to side swipe type collisions.

An existing PRoW was signposted at the site access. The presence of this route could create a potential conflict between pedestrians / cyclists and vehicles. Vulnerable road users may be at risk of being struck by turning vehicles or may inadvertently obstruct the path of the vehicles, increasing the likelihood of collisions due to the difference in speeds between vehicles and pedestrians.

Recommendation:

It is recommended to relocate the access or divert the PRoW to avoid potential collisions between vehicles and pedestrians / cyclists.

2.26 Problem.

Location: Proposed site access.

Summary: The position of the gate could cause rear end shunts.

The position of the proposed gate does not allow a vehicle to fully clear the main carriageway when waiting. There is no detail provided that shows the proposed operation of the gate features. Should they be closed for any reason their proposed locations may leave HGV's overhanging the public highway which may result in shunt / side swipe type collisions between vehicles.

Recommendation:

It is recommended that the gates are relocated further back into the site such that if a gate is closed for any reason, an HGV can still clear the public highway before stopping.



2.27 Problem.

Location: Proposed site access.

Summary: No information provided with regards to control of junctions and gates may lead to vehicles being left straddling the public highway at risk of shunt / side swipe collisions between vehicles.

Vehicles travelling along the B1414 may not be aware of crossing HGV movements. There are no details provided which might indicate the operation of gates and therefore no certainty that vehicles may cross the public highway unassisted. These arrangements may lead to HGV's straddling the public highway with approaching vehicles unaware of this potential hazard which may in turn lead to side swipe / shunt type collisions.

Recommendation:

It is recommended that a control measure is introduced to ensure gates are open for crossing vehicles and that approaching vehicles on the public highway are given advanced warning of the potential for HGV traffic to be crossing the public highway.



Location CR6a – Golden Lane - General Arrangement – Traffic Signals

2.28 Problem.

Location: Proposed access.

Summary: The position of the gate could cause rear end shunts.

The position of the proposed gate does not allow a vehicle to fully clear the main carriageway when waiting. There is no detail provided that shows the proposed operation of the gate features. Should they be closed for any reason their proposed locations may leave HGV's overhanging the public highway which may result in shunt / side swipe type collisions between vehicles.

Recommendation:

It is recommended that the gates are relocated further back into the site such that if a gate is closed for any reason, an HGV can still clear the public highway before stopping.



Location CR6b – Golden Lane - General Arrangement – Priority

2.29 Problem.

Location: Golden Lane proposed access.

Summary: No information provided with regards to control of junctions and gates may lead to vehicles being left straddling the public highway at risk of shunt / side swipe collisions between vehicles.

Vehicles travelling along Golden Lane may not be aware of crossing HGV movements. There are no details provided which might indicate the operation of gates and therefore no certainty that vehicles may cross the public highway unassisted. These arrangements may lead to HGV's straddling the public highway with approaching vehicles unaware of this potential hazard which may in turn lead to side swipe / shunt type collisions.

Recommendation:

It is recommended that a control measure is introduced to ensure gates are open for crossing vehicles and that approaching vehicles on the public highway are given advanced warning of the potential for HGV traffic to be crossing the public highway.

2.30 Problem.

Location: Proposed site access.

Summary: The position of the proposed gate obstructs incoming construction vehicles when closed which may lead to shunt type collisions on Golden Lane.

A proposed gate is shown on each priority and it is unclear from the drawings whether a construction vehicle will be able to pull off the main carriageway and wait without causing an obstruction on Little Clacton Road. This arrangement may lead to shunt type collisions.

Recommendation:

It is recommended that the proposed gate is relocated to ensure that construction vehicles are able to leave Golden Lane unobstructed.



2.31 Problem.

Location: Golden Lane.

Summary: Signage obscured by vegetation leading to shunt type collisions or collisions between vehicles and signage installations

Onsite observations found that there was limited room to mount signage posts on the edge of the carriageway without being obscured by existing vegetation. Obstruction to the signage may lead to injudicious vehicles movements at the transition point potentially leading to side swipe or shunt type collisions between vehicles.

Recommendation.

It is recommended that the vegetation is cut back and maintained and that there is appropriate clearance to traffic such that the signage does not pose an obstruction to vehicles.



Location CR7 – Lodge Lane - General Arrangement

2.32 Problem.

Location: Proposed access.

Summary: No information provided with regards to control of junctions and gates may lead to vehicles being left straddling the public highway at risk of shunt / side swipe collisions between vehicles.

Vehicles travelling along Lodge Lane may not be aware of crossing HGV movements. There are no details provided which might indicate the operation of gates and therefore no certainty that vehicles may cross the public highway unassisted. These arrangements may lead to HGV's straddling the public highway with approaching vehicles unaware of this potential hazard which may in turn lead to side swipe / shunt type collisions.

Recommendation:

It is recommended that a control measure is introduced to ensure gates are open for crossing vehicles and that approaching vehicles on the public highway are given advanced warning of the potential for HGV traffic to be crossing the public highway.

2.33 Problem.

Location: Proposed site access.

Summary: The position of the proposed gate obstructs incoming construction vehicles when closed which may lead to shunt type collisions on Lodge Lane.

A proposed gate is shown on each priority and it is unclear from the drawings whether a construction vehicle will be able to pull off the main carriageway and wait without causing an obstruction on Lodge Lane. This arrangement may lead to shunt type collisions.

Recommendation:

It is recommended that the proposed gate is relocated to ensure that construction vehicles are able to leave Lodge Lane unobstructed.



2.34 Problem.

Location: Proposed site access.

Summary: The level difference between the carriageway and site could result in loss of control or side swipe type collisions.

Onsite observations found that there was a difference in levels between the existing carriageway and the new access. The steep gradient may create difficulty for large construction vehicles wishing to access Lodge Lane and may in turn lead to a lack of surface friction and slow egress movements potentially creating shunt / side swipe type collisions between egressing construction vehicles and vehicles travelling on Lodge Lane.

Recommendation:

It is recommended that the existing gradient be amended to an appropriate level for the restart movements of large vehicles accessing Lodge Lane from the proposed site.

2.35 Problem.

Location: Proposed site access.

Summary: Drainage ditches either side of the carriageway may lead to loss of control type collisions.

Onsite observations found that there were drainage ditches running alongside the carriageway in the proposed location of the site access junctions. These ditches are not shown on design drawings to be culverted. This arrangement may lead to vehicles wishing to access / egress the site dropping a wheel into the existing ditches potentially leading to loss of control type collisions.

Recommendation:

It is recommended that any access point which crossed an existing drainage facility is appropriately culverted to ensure HGV's can access the site without loss of control issues.



Location CR8 P1 – Stones Green Road - General Arrangement

2.36 Problem.

Location: Proposed site access.

Summary: No information provided with regards to control of junctions and gates may lead to vehicles being left straddling the public highway at risk of shunt / side swipe collisions between vehicles.

Vehicles travelling along Stones Green Road may not be aware of crossing HGV movements. There are no details provided which might indicate the operation of gates and therefore no certainty that vehicles may cross the public highway unassisted. These arrangements may lead to HGV's straddling the public highway with approaching vehicles unaware of this potential hazard which may in turn lead to side swipe / shunt type collisions.

Recommendation:

It is recommended that a control measure is introduced to ensure gates are open for crossing vehicles and that approaching vehicles on the public highway are given advanced warning of the potential for HGV traffic to be crossing the public highway.

2.37 Problem.

Location: Proposed site access.

Summary: Drainage ditches either side of the carriageway may lead to loss of control type collisions.

Onsite observations found that there were drainage ditches running alongside the carriageway in the proposed location of the site access junctions. These ditches are not shown on design drawings to be culverted. This arrangement may lead to vehicles wishing to access / egress the site dropping a wheel into the existing ditches potentially leading to loss of control type collisions.

Recommendation:

It is recommended that any access point which crossed an existing drainage facility is appropriately culverted to ensure HGV's can access the site without loss of control issues.



2.38 Problem.

Location: Proposed site access.

Summary: The position of the proposed gate obstructs incoming construction vehicles when closed which may lead to shunt type collisions on Stones Green Road.

A proposed gate is shown as it is unclear from the drawings whether a construction vehicle will be able to pull off the main carriageway and wait without causing an obstruction on Stones Green Road. This arrangement may lead to shunt type collisions.

Recommendation:

It is recommended that the proposed gate is relocated to ensure that construction vehicles are able to leave Stones Green Road unobstructed.



Location CR9 P1&P2 – Paynes Lane - General Arrangement

2.39 Problem.

Location: Proposed site access.

Summary: No information provided with regards to control of junctions and gates may lead to vehicles being left straddling the public highway at risk of shunt / side swipe collisions between vehicles.

Vehicles travelling along Paynes Lane may not be aware of crossing HGV movements. There are no details provided which might indicate the operation of gates and therefore no certainty that vehicles may cross the public highway unassisted. These arrangements may lead to HGV's straddling the public highway with approaching vehicles unaware of this potential hazard which may in turn lead to side swipe / shunt type collisions.

Recommendation:

It is recommended that a control measure is introduced to ensure gates are open for crossing vehicles and that approaching vehicles on the public highway are given advanced warning of the potential for HGV traffic to be crossing the public highway.

2.40 Problem.

Location: Proposed site access.

Summary: The position of the proposed gate obstructs incoming construction vehicles when closed which may lead to shunt type collisions on Paynes Lane.

A proposed gate is shown on each priority access as it is unclear from the drawings whether a construction vehicle will be able to pull off the main carriageway and wait without causing an obstruction on Paynes Lane. This arrangement may lead to shunt type collisions.

Recommendation:

It is recommended that the proposed gate is relocated to ensure that construction vehicles are able to leave Paynes Lane unobstructed.



Location CR10 P1&P2 – Spratt’s Lane - General Arrangement

2.41 Problem.

Location: Proposed site access

Summary: Existing passing places could be displaced due to the proposals causing shunt type collisions.

The proposed site access is in the location of existing passing places on the carriageway and if these got displaced could lead to rear end shunt type collisions due to vehicles reversing or driving off the road to allow oncoming vehicles to pass.

Recommendation

It is recommended that the either the site access or passing places are relocated so there are appropriate places for vehicles to pass on Spratt’s Lane.

2.42 Problem.

Location: Proposed site access.

Summary: No information provided with regards to control of junctions and gates may lead to vehicles being left straddling the public highway at risk of shunt / side swipe collisions between vehicles.

Vehicles travelling along Spratt’s Lane may not be aware of crossing HGV movements. There are no details provided which might indicate the operation of gates and therefore no certainty that vehicles may cross the public highway unassisted. These arrangements may lead to HGV’s straddling the public highway with approaching vehicles unaware of this potential hazard which may in turn lead to side swipe / shunt type collisions.

Recommendation:

It is recommended that a control measure is introduced to ensure gates are open for crossing vehicles and that approaching vehicles on the public highway are given advanced warning of the potential for HGV traffic to be crossing the public highway.



2.43 Problem.

Location: Proposed site access.

Summary: The position of the proposed gate obstructs incoming construction vehicles when closed which may lead to shunt type collisions on Spratt's Lane.

A proposed gate is shown on each priority access as it is unclear from the drawings whether a construction vehicle will be able to pull off the main carriageway and wait without causing an obstruction on Spratt's Lane. This arrangement may lead to shunt type collisions.

Recommendation:

It is recommended that the proposed gate is relocated to ensure that construction vehicles are able to leave Spratt's Lane unobstructed.

2.44 Problem.

Location: Proposed site access.

Summary: Drainage ditches either side of the carriageway may lead to loss of control type collisions.

Onsite observations found that there were drainage ditches running alongside the carriageway in the proposed location of the site access junctions. These ditches are not shown on design drawings to be culverted. This arrangement may lead to vehicles wishing to access / egress the site dropping a wheel into the existing ditches potentially leading to loss of control type collisions.

Recommendation:

It is recommended that any access point which crossed an existing drainage facility is appropriately culverted to ensure HGV's can access the site without loss of control issues.



Location CR11 P1&P2 – Barlon Road - General Arrangement

2.45 Problem.

Location: Proposed site access.

Summary: No information provided with regards to control of junctions and gates may lead to vehicles being left straddling the public highway at risk of shunt / side swipe collisions between vehicles.

Vehicles travelling along Barlon Road may not be aware of crossing HGV movements. There are no details provided which might indicate the operation of gates and therefore no certainty that vehicles may cross the public highway unassisted. These arrangements may lead to HGV's straddling the public highway with approaching vehicles unaware of this potential hazard which may in turn lead to side swipe / shunt type collisions.

Recommendation:

It is recommended that a control measure is introduced to ensure gates are open for crossing vehicles and that approaching vehicles on the public highway are given advanced warning of the potential for HGV traffic to be crossing the public highway.

2.46 Problem.

Location: Proposed site access.

Summary: The position of the proposed gate obstructs incoming construction vehicles when closed which may lead to shunt type collisions on Barlon Road.

A proposed gate is shown on each priority access as it is unclear from the drawings whether a construction vehicle will be able to pull off the main carriageway and wait without causing an obstruction on Barlon Road. This arrangement may lead to shunt type collisions.

Recommendation:

It is recommended that the proposed gate is relocated to ensure that construction vehicles are able to leave Barlon Road unobstructed.



Location CR12 P1&P2 – Wolves Hall Lane - General Arrangement

2.47 Problem.

Location: Proposed site access.

Summary: Visibility splays not appropriate for site conditions and may lead to side swipe type collisions.

Visibility splays of 2.4 m x 59 m in line with MfS standards for 33mph are provided to the back of the carriageway in both directions from the proposed junctions, except looking right out of the northern access where it can only be provided to the opposite side of the carriageway due to a bend. This could lead to vehicles not slowing in time for an egressing vehicle and causing a side swipe or shunt type collision.

Recommendation

It is recommended that the access / visibility splays are amended to take account for the bend in Wolves Hall Lane.



Location CR8 P2 – Stones Green Road - General Arrangement

2.48 Problem.

Location: General.

Summary: No information provided with regards to control of junctions and gates may lead to vehicles being left straddling the public highway at risk of shunt / side swipe collisions between vehicles.

Vehicles travelling along Stones Green Road may not be aware of crossing HGV movements. There are no details provided which might indicate the operation of gates and therefore no certainty that vehicles may cross the public highway unassisted. These arrangements may lead to HGV's straddling the public highway with approaching vehicles unaware of this potential hazard which may in turn lead to side swipe / shunt type collisions.

Recommendation:

It is recommended that a control measure is introduced to ensure gates are open for crossing vehicles and that approaching vehicles on the public highway are given advanced warning of the potential for HGV traffic to be crossing the public highway.

2.49 Problem.

Location: Proposed site access.

Summary: The position of the proposed gate obstructs incoming construction vehicles when closed which may lead to shunt type collisions on Stones Green Road.

A proposed gate is shown on each priority access as it is unclear from the drawings whether a construction vehicle will be able to pull off the main carriageway and wait without causing an obstruction on Stones Green Road. This arrangement may lead to shunt type collisions.

Recommendation:

It is recommended that the proposed gate is relocated to ensure that construction vehicles are able to leave Stones Green Road unobstructed.



3.0 Audit Team Statement

3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Alastair Pike

Signed:

Position: Head of Road Safety

Organisation: SLR Consulting Ltd

Date: 7 November 2023

Road Safety Audit Team Member

Name: Sasha Respini

Signed:

Position: Principal Transport Planner

Organisation: SLR Consulting Ltd

Date: 7 November 2023





Appendix A Site Location Plans

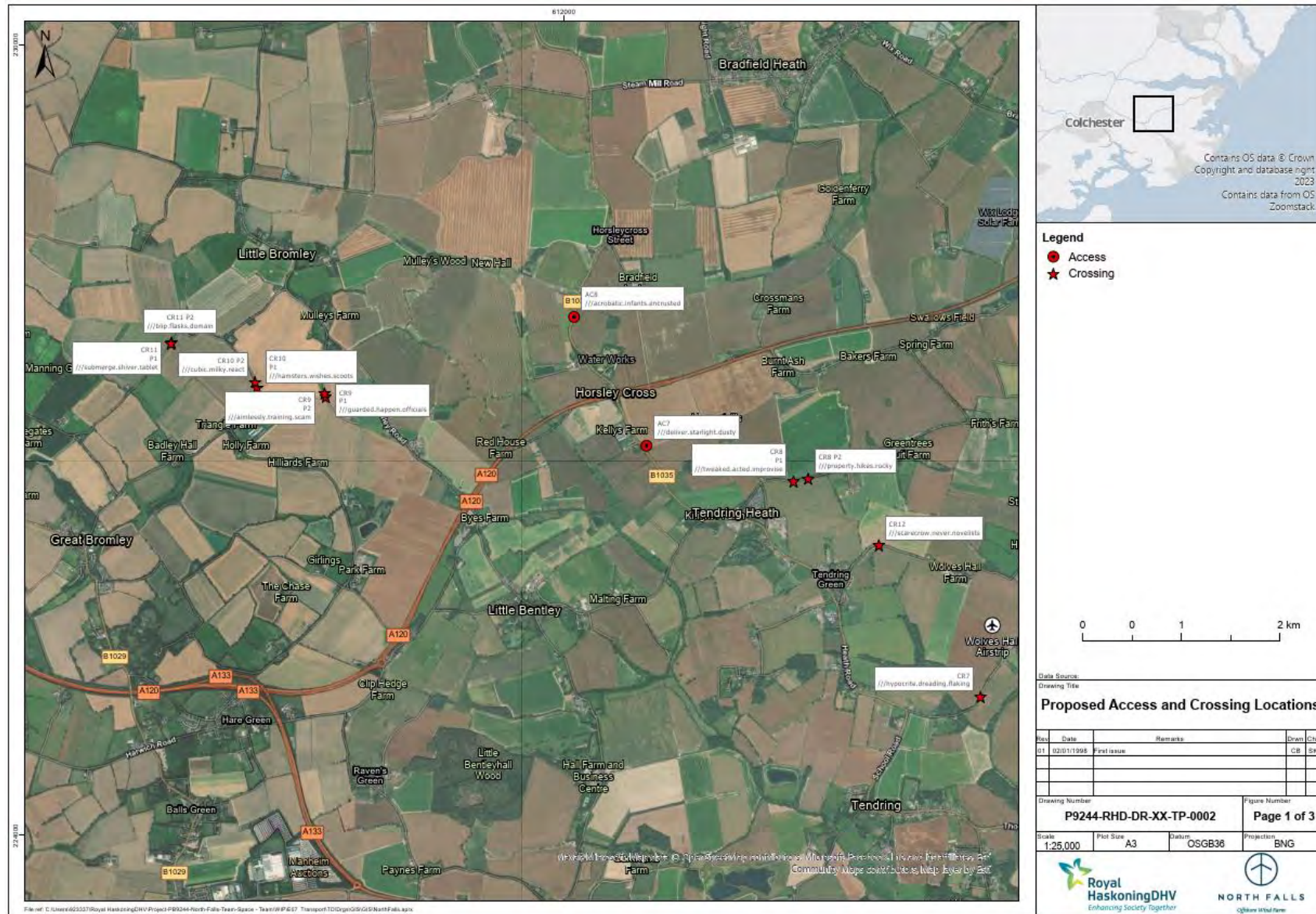
Stage 1 Road Safety Audit

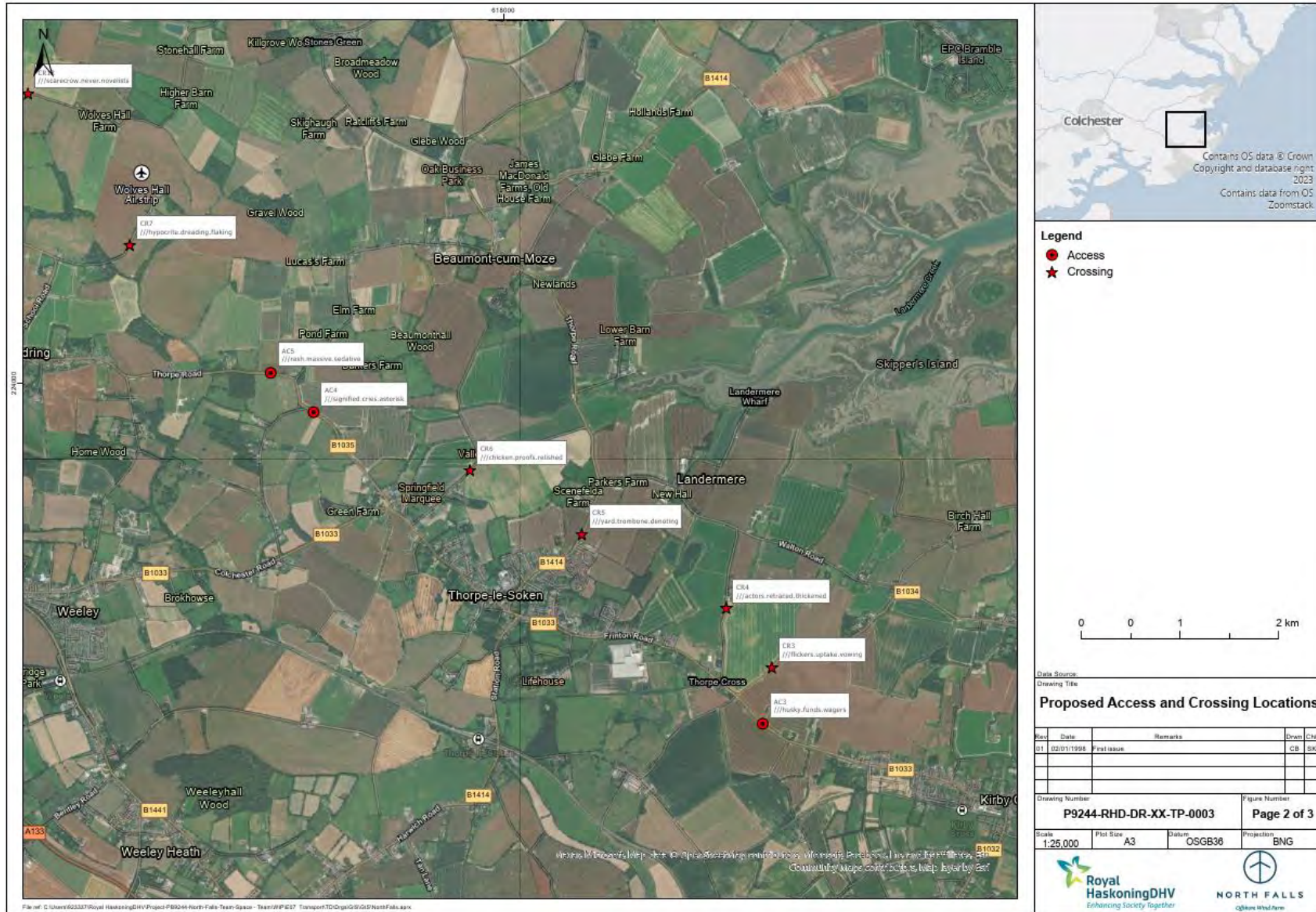
Five Estuaries / North Falls Wind Farm

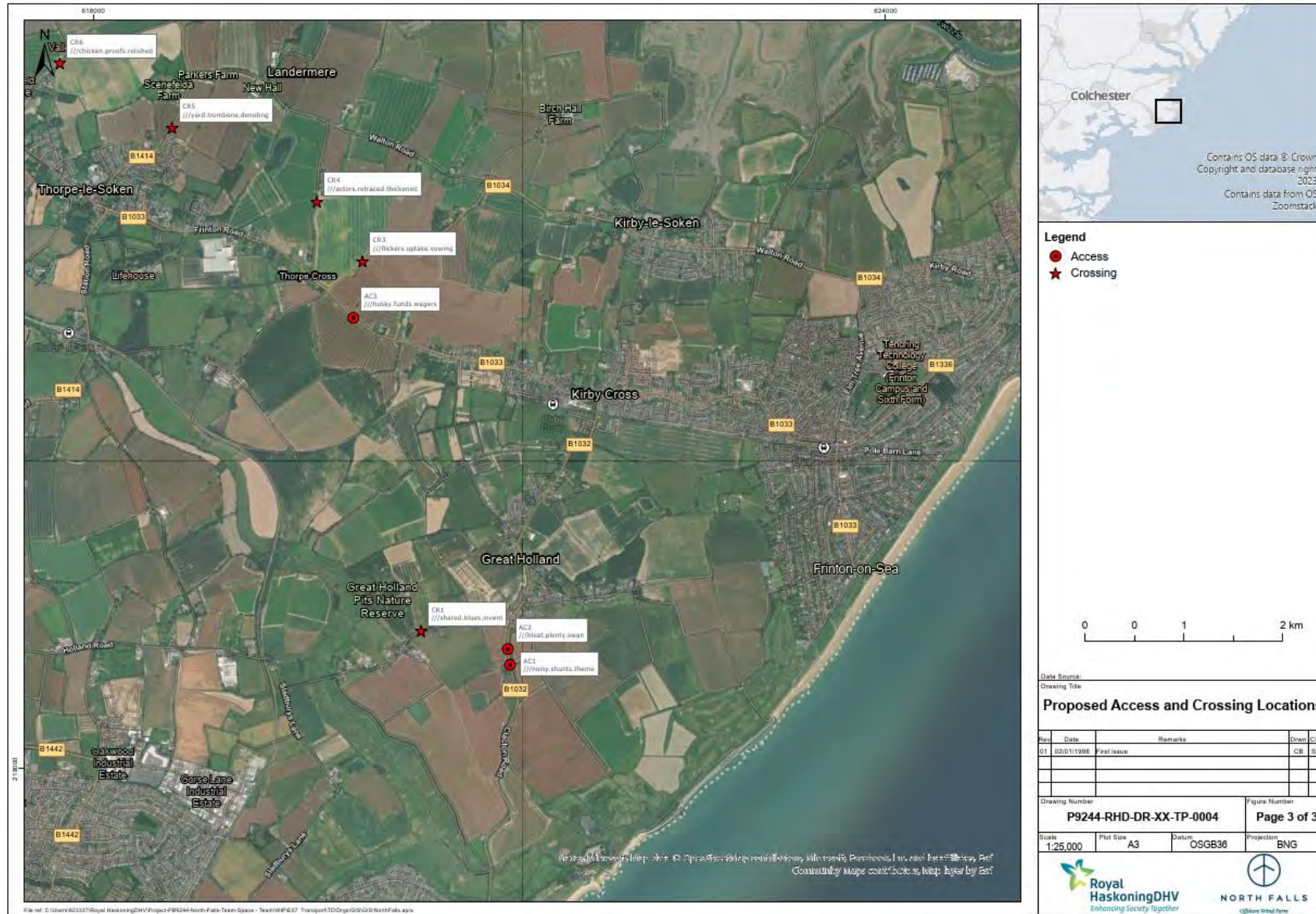
RWE

SLR Project No.: 237699

7 November 2023









Appendix B Submitted Documents

Stage 1 Road Safety Audit








Five Estuaries / North Falls Wind Farm

RWE

SLR Project No.: 237699

7 November 2023

Submitted Documents

Document	Document Title
All Docs	<ul style="list-style-type: none"> 404.05356.00010_Five Estauries_RSA Brief 230919_VE Trip Generation Access Design Accident Summary CombinedSheets PB9244-RHD-DR-ZZ-ZZ-DR-R-0012 PB9244-RHD-DR-ZZ-ZZ-DR-R-0021





Appendix C Problem Location Plans

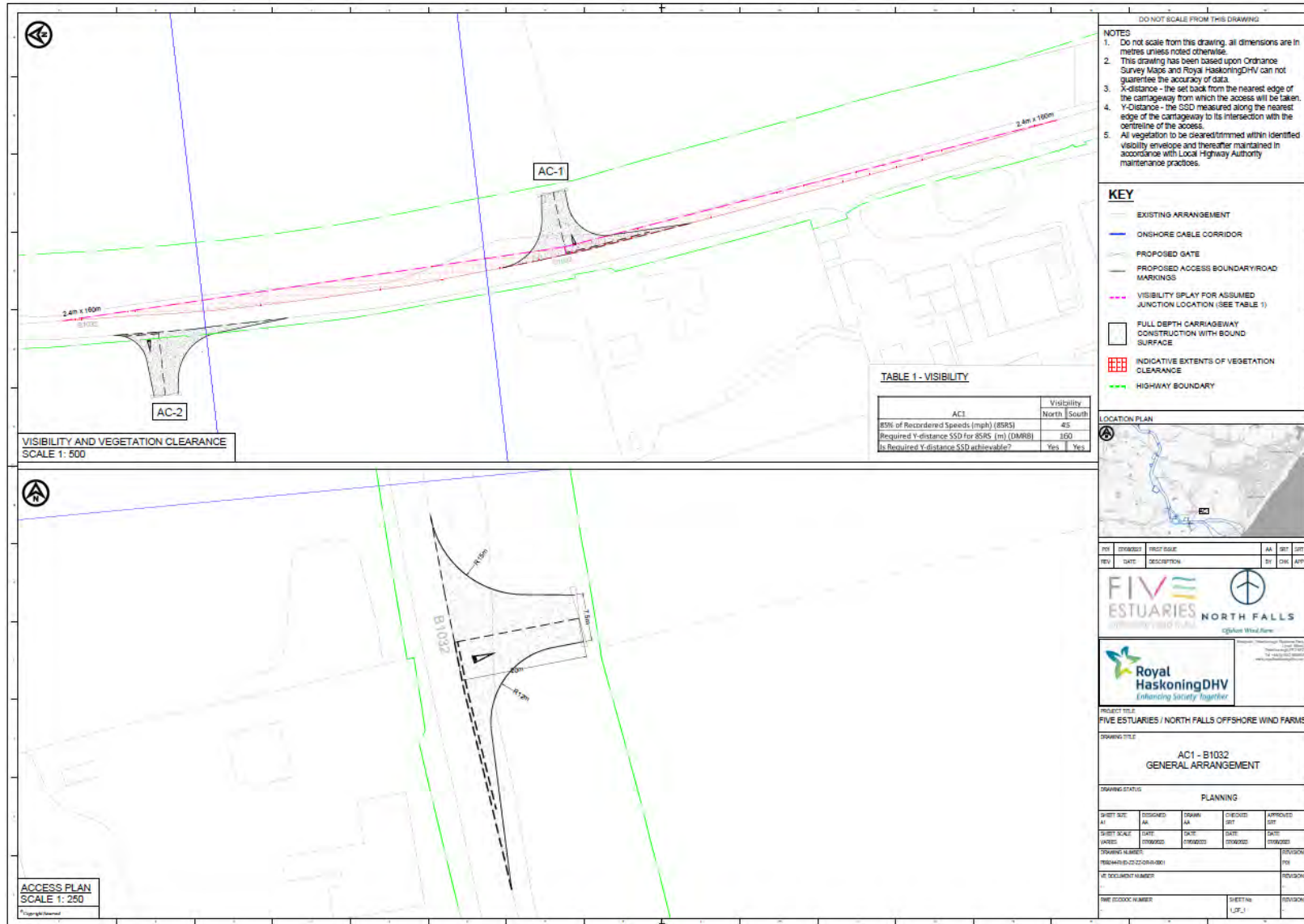
Stage 1 Road Safety Audit

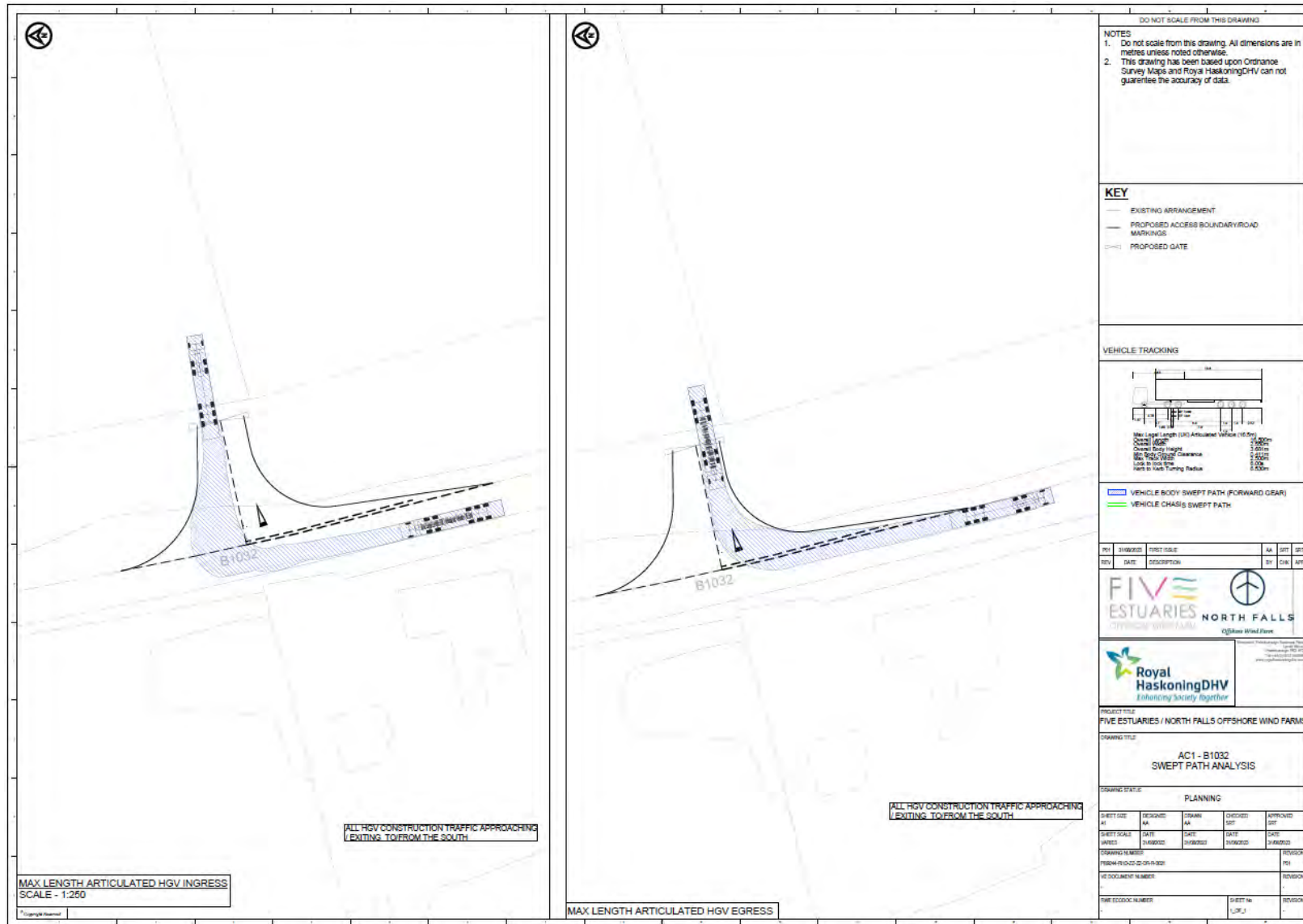
Five Estuaries / North Falls Wind Farm

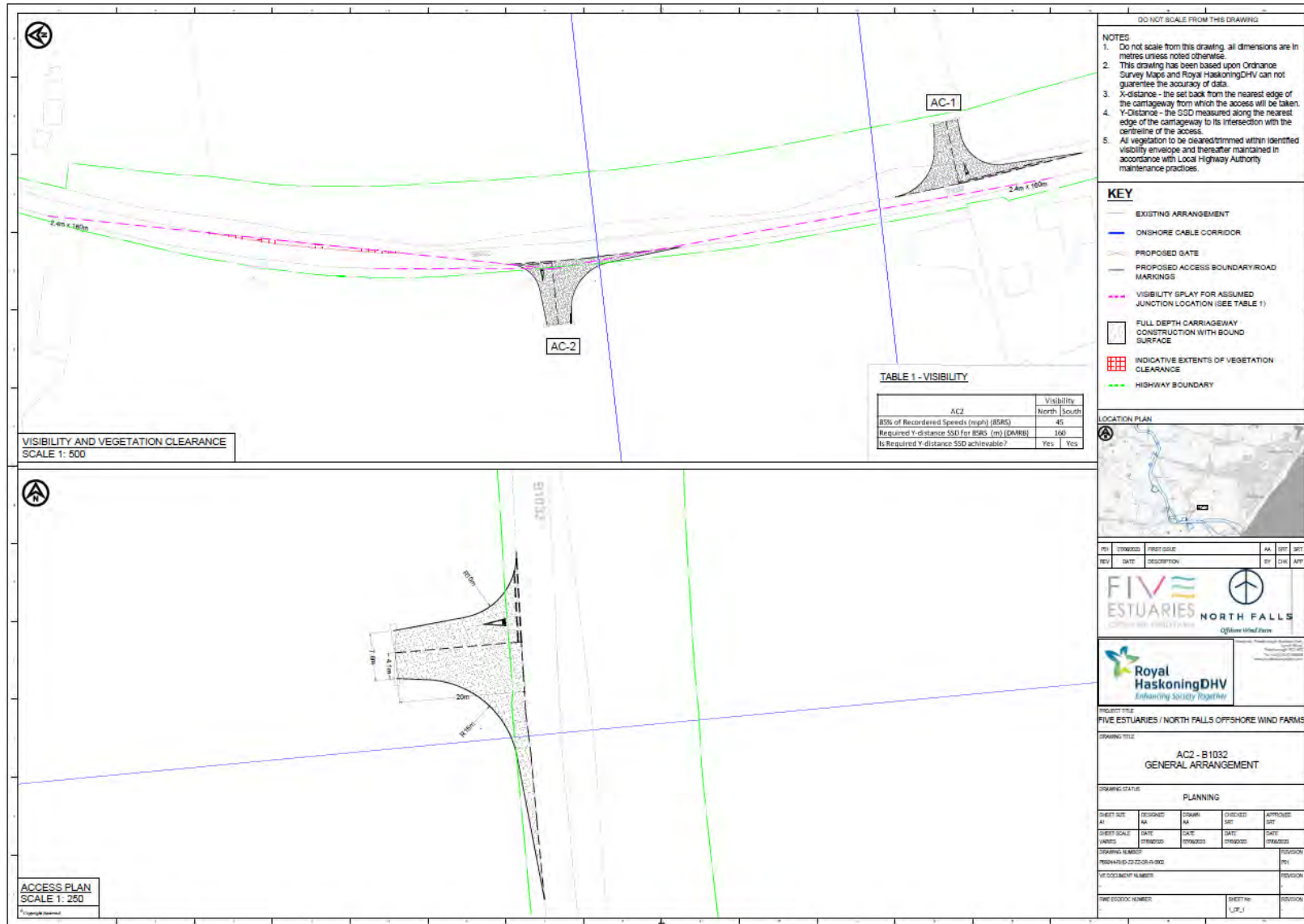
RWE

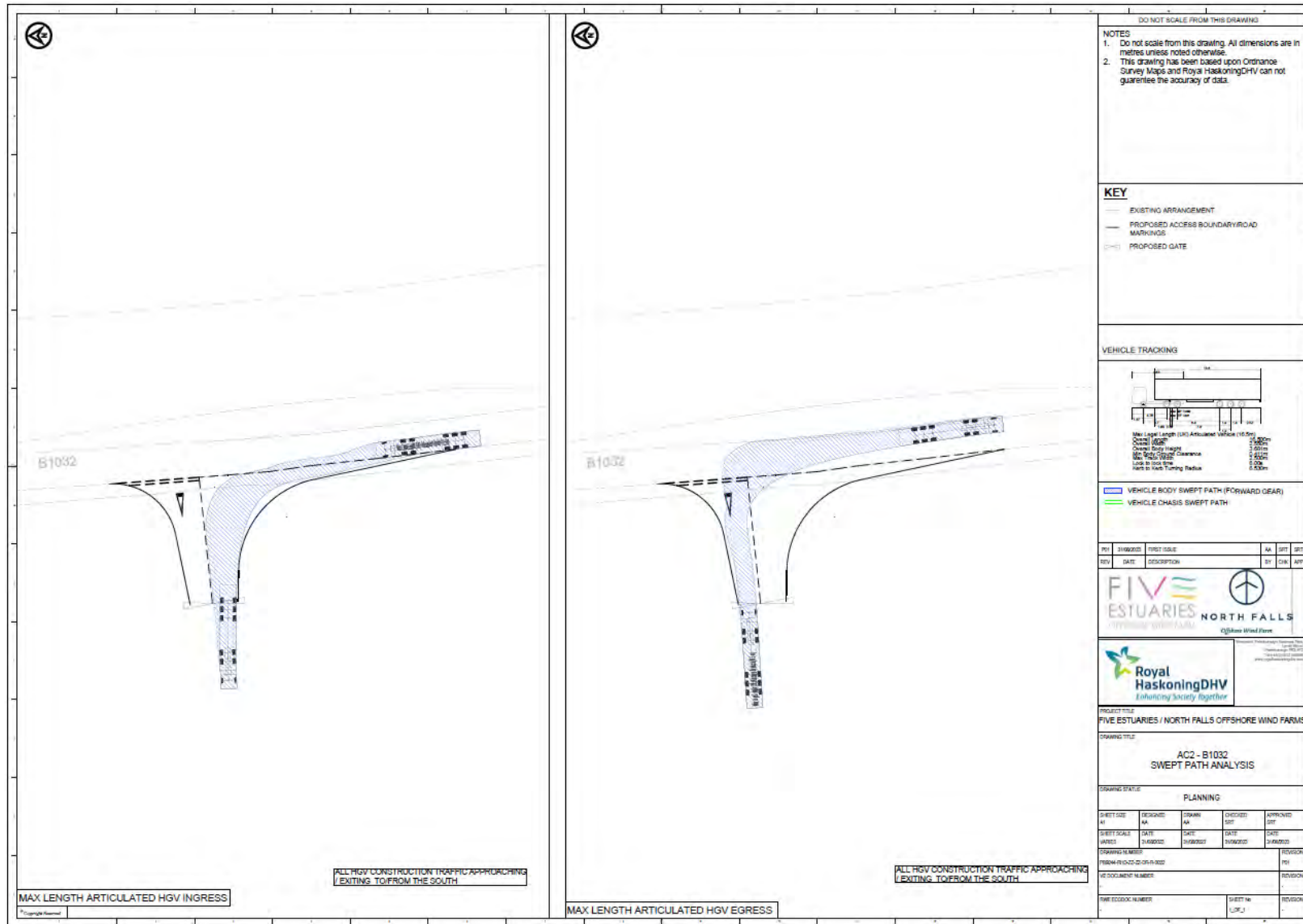
SLR Project No.: 237699

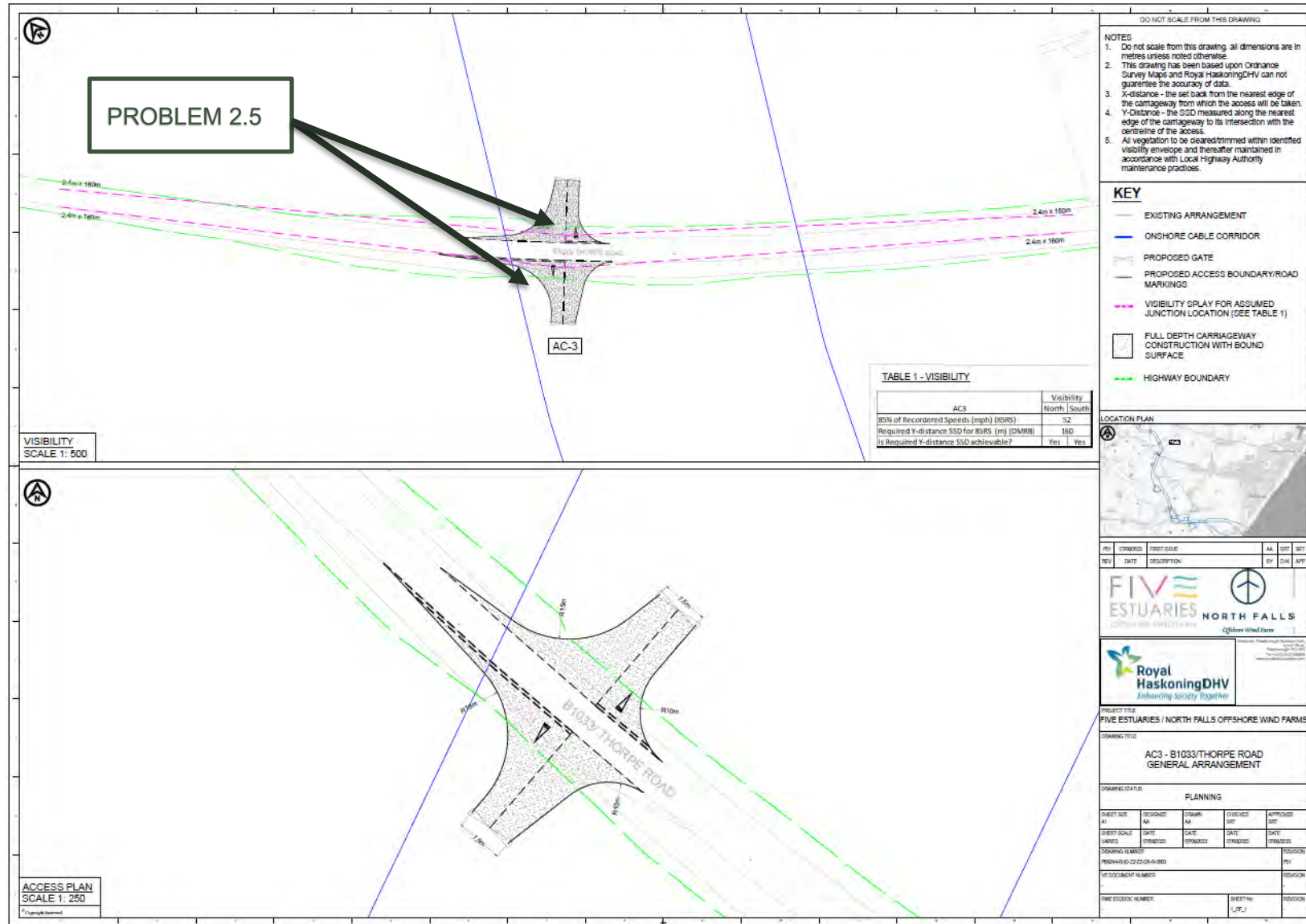
7 November 2023

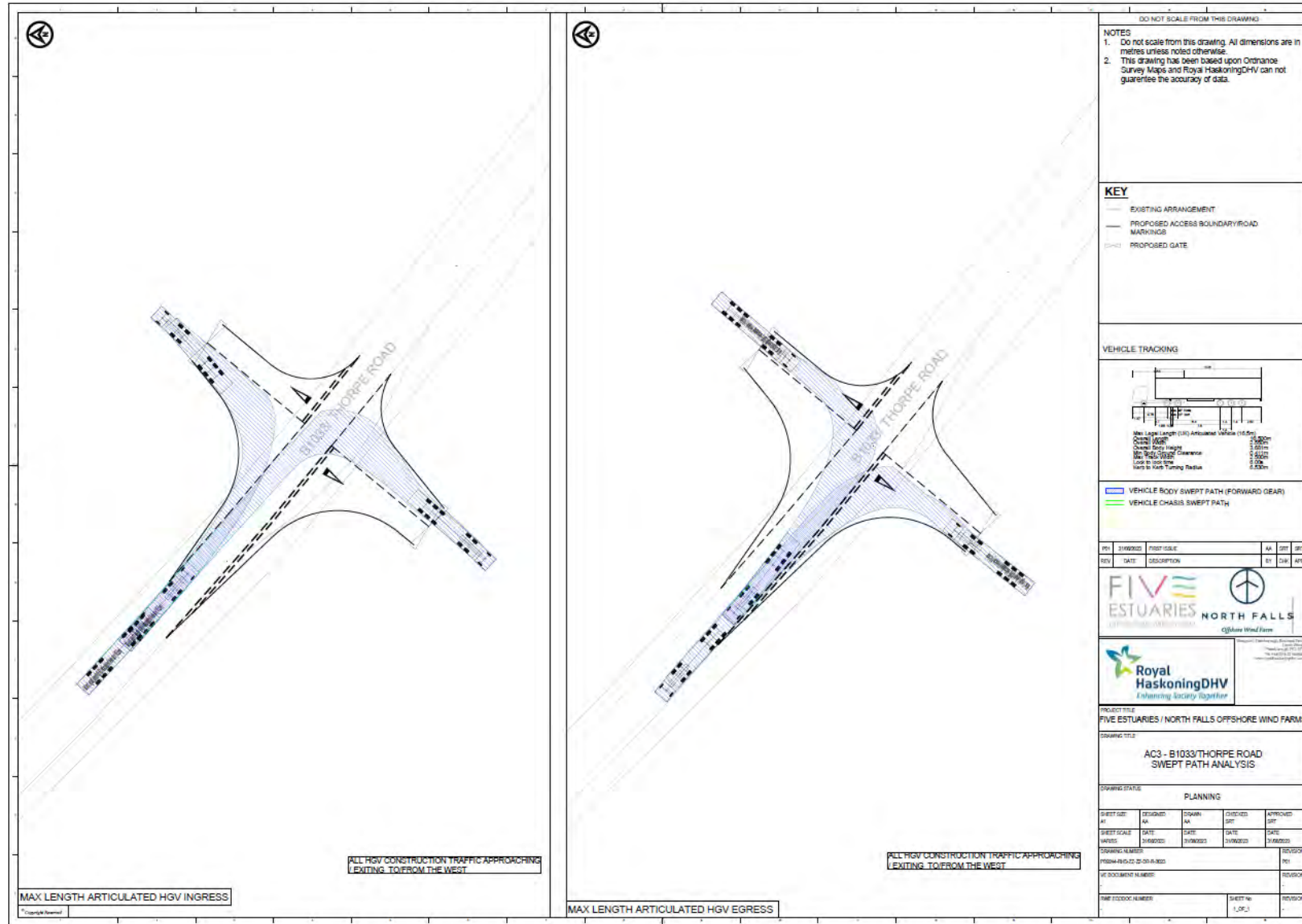


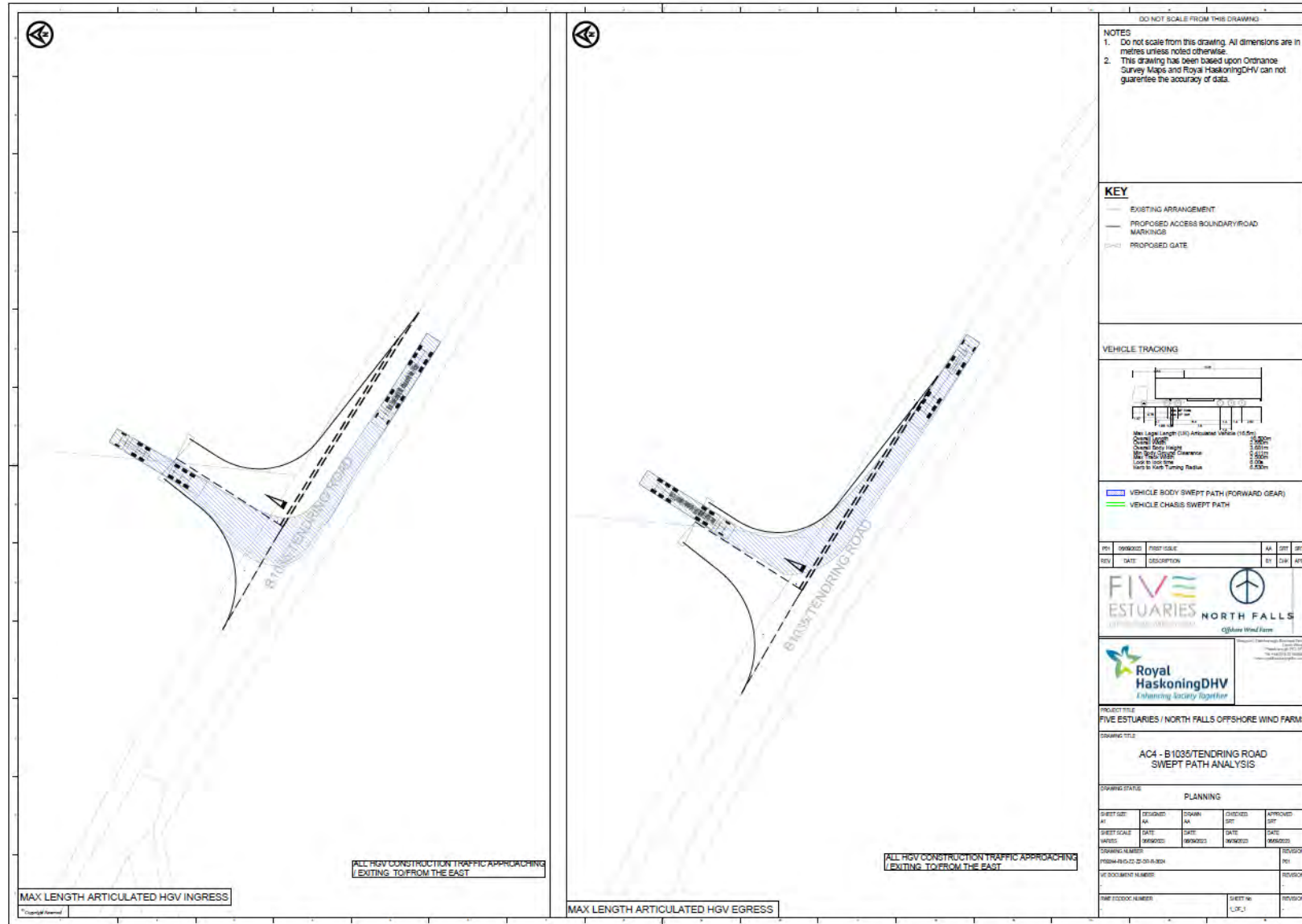


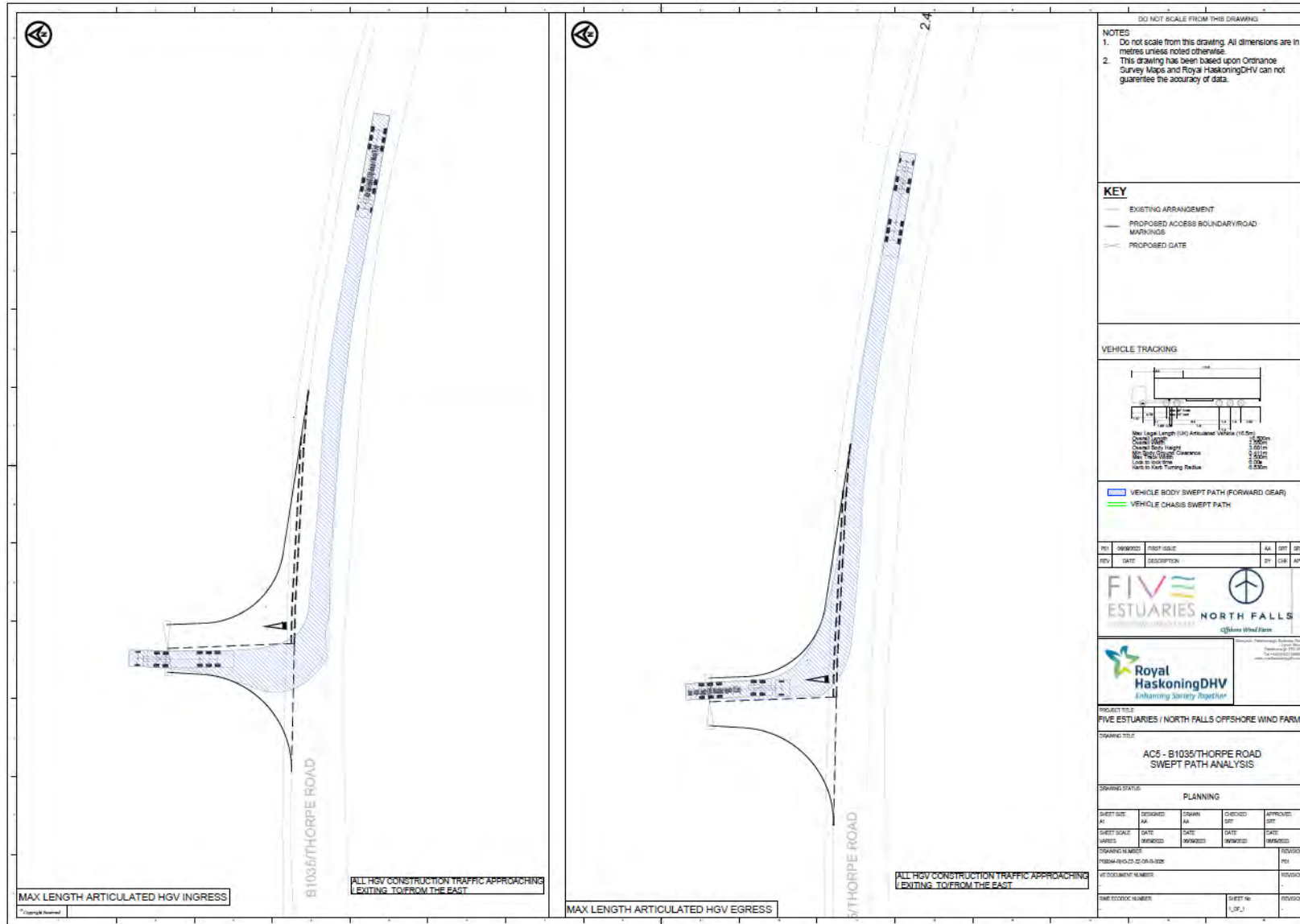


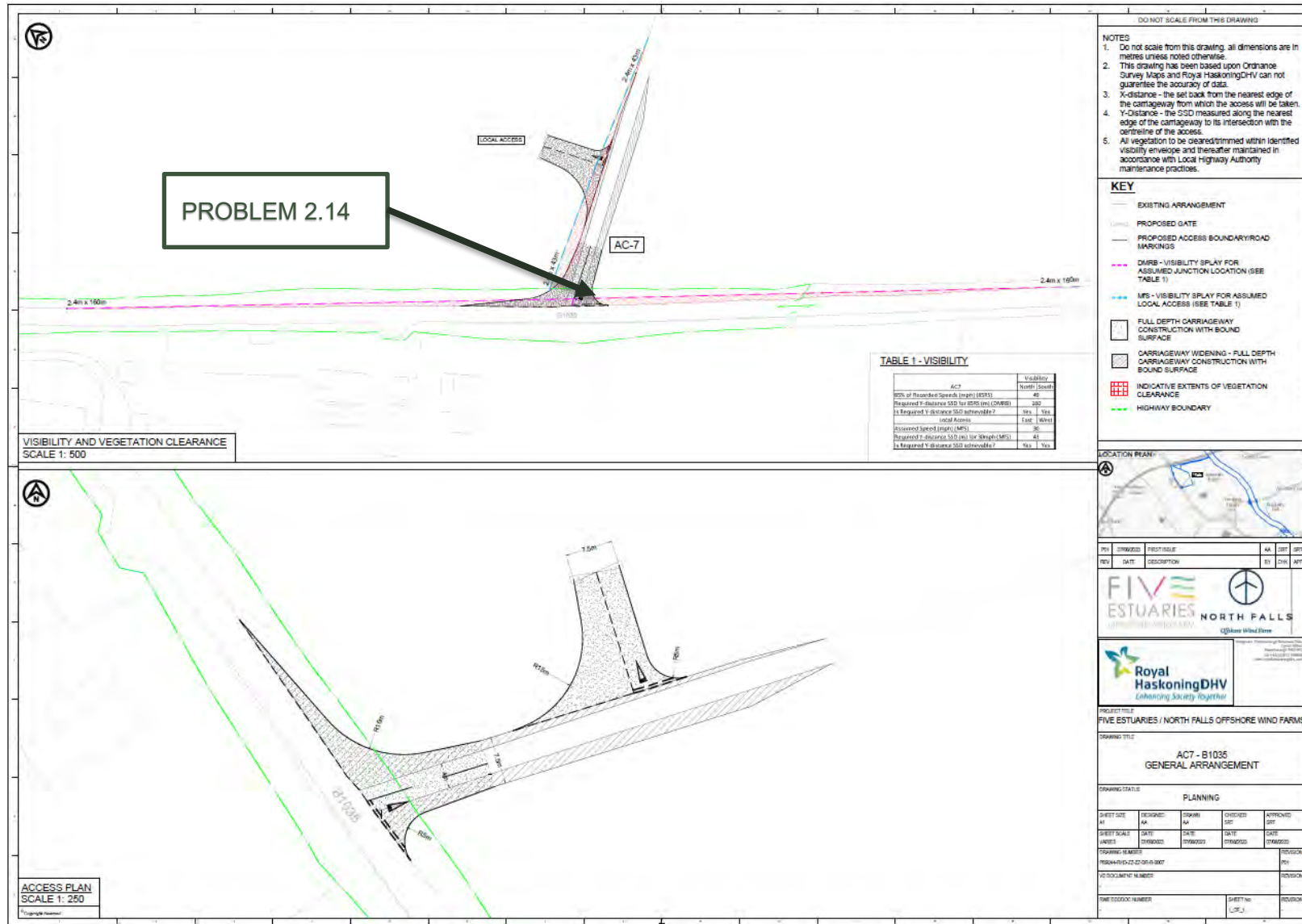


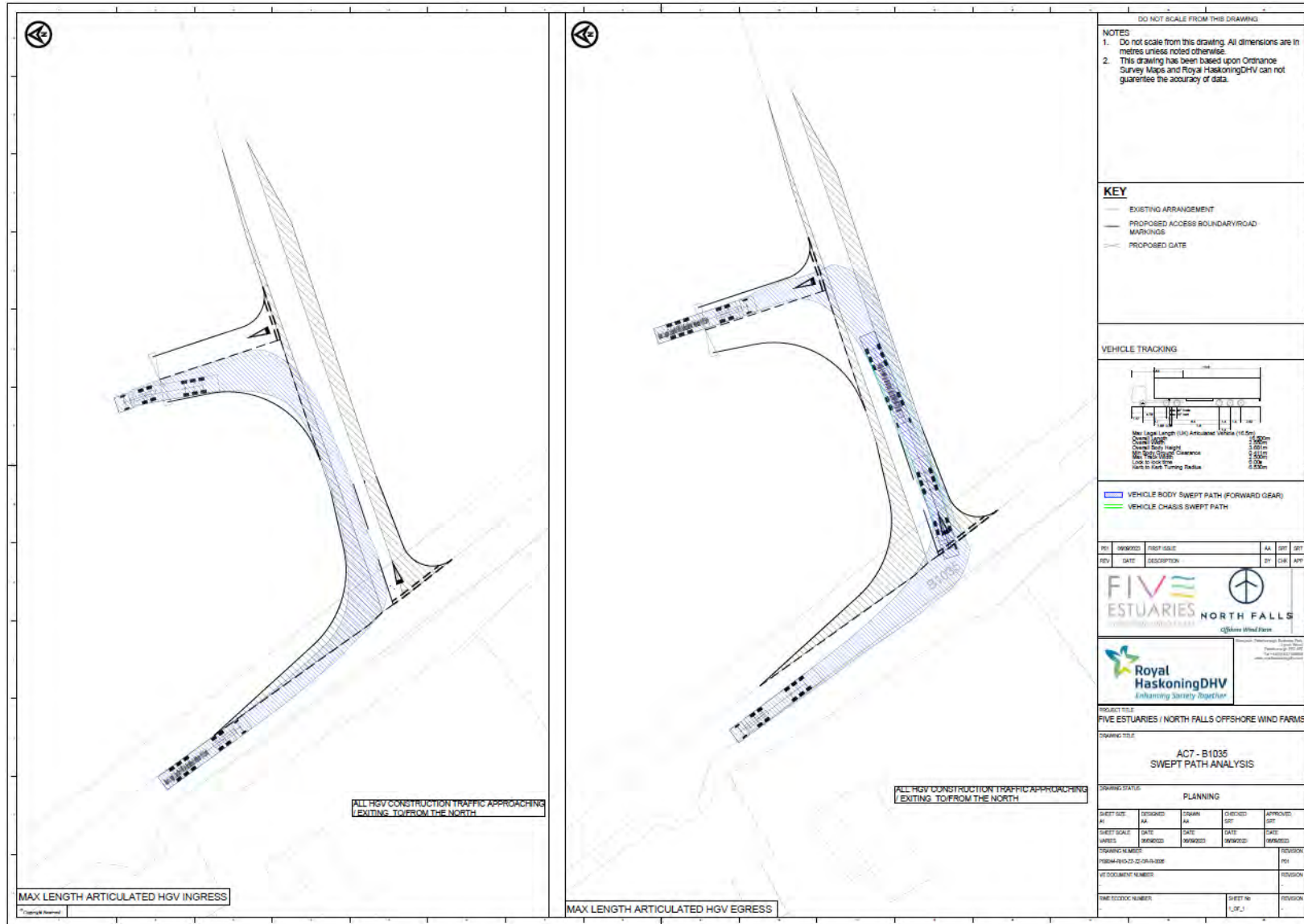


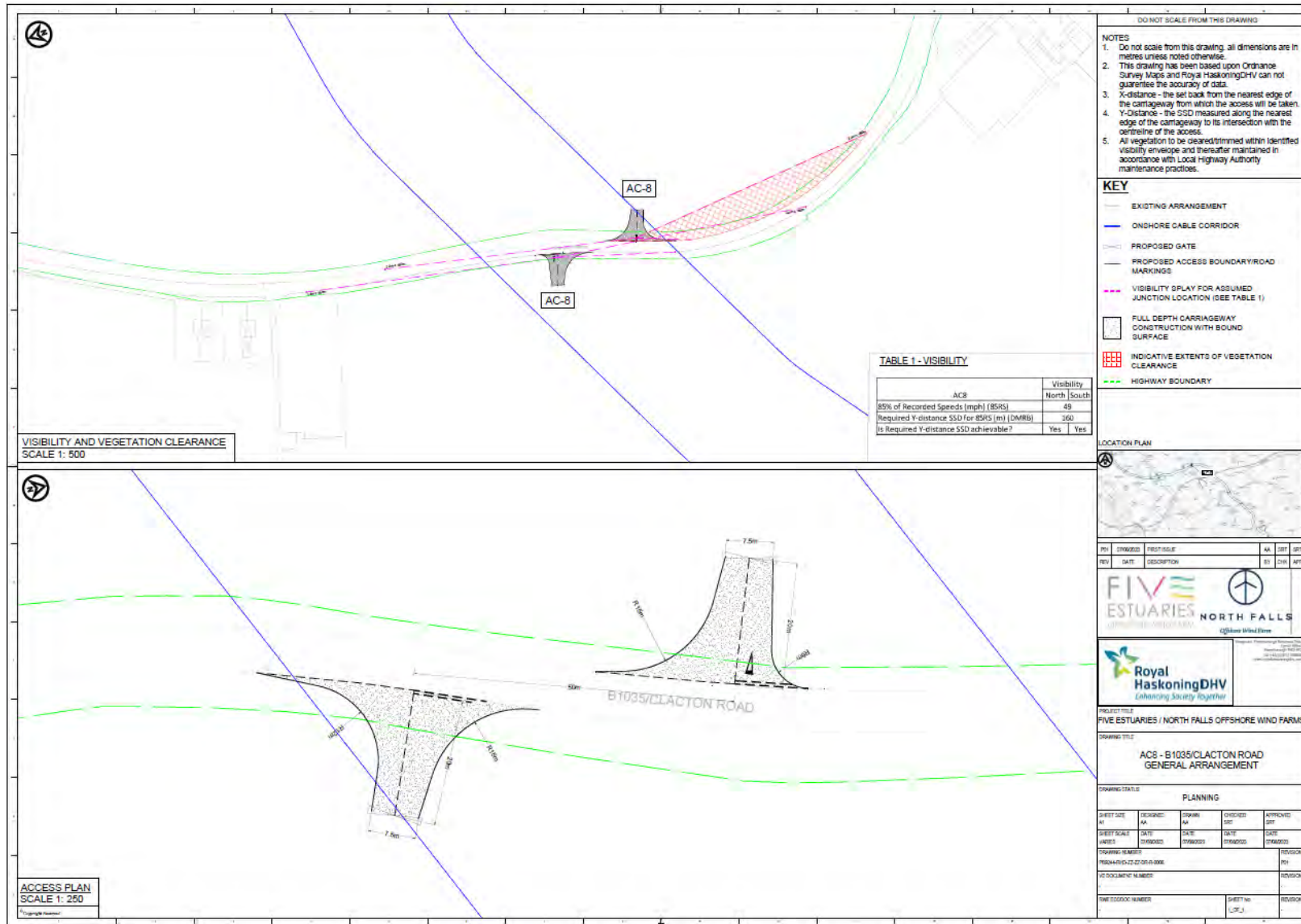


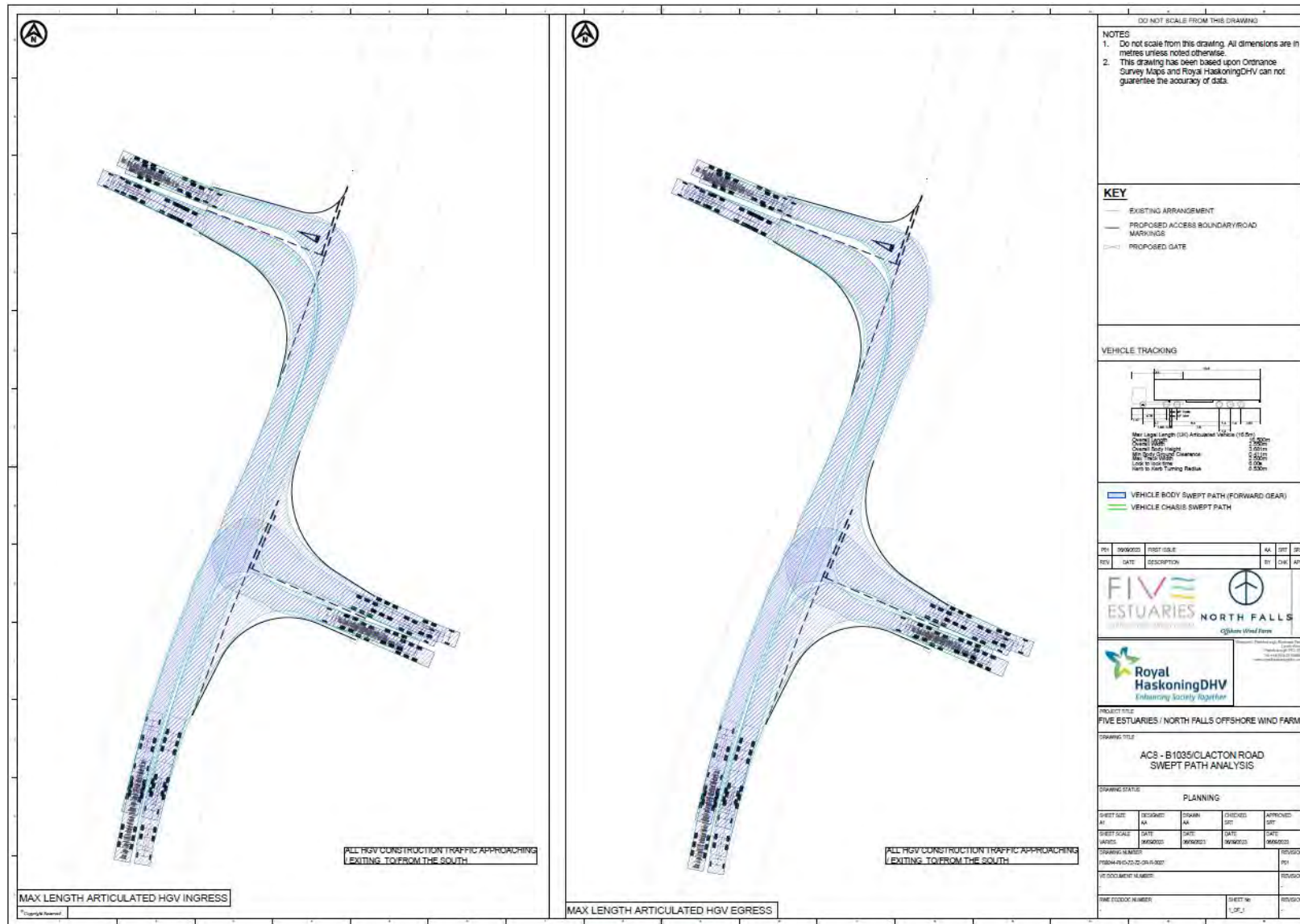


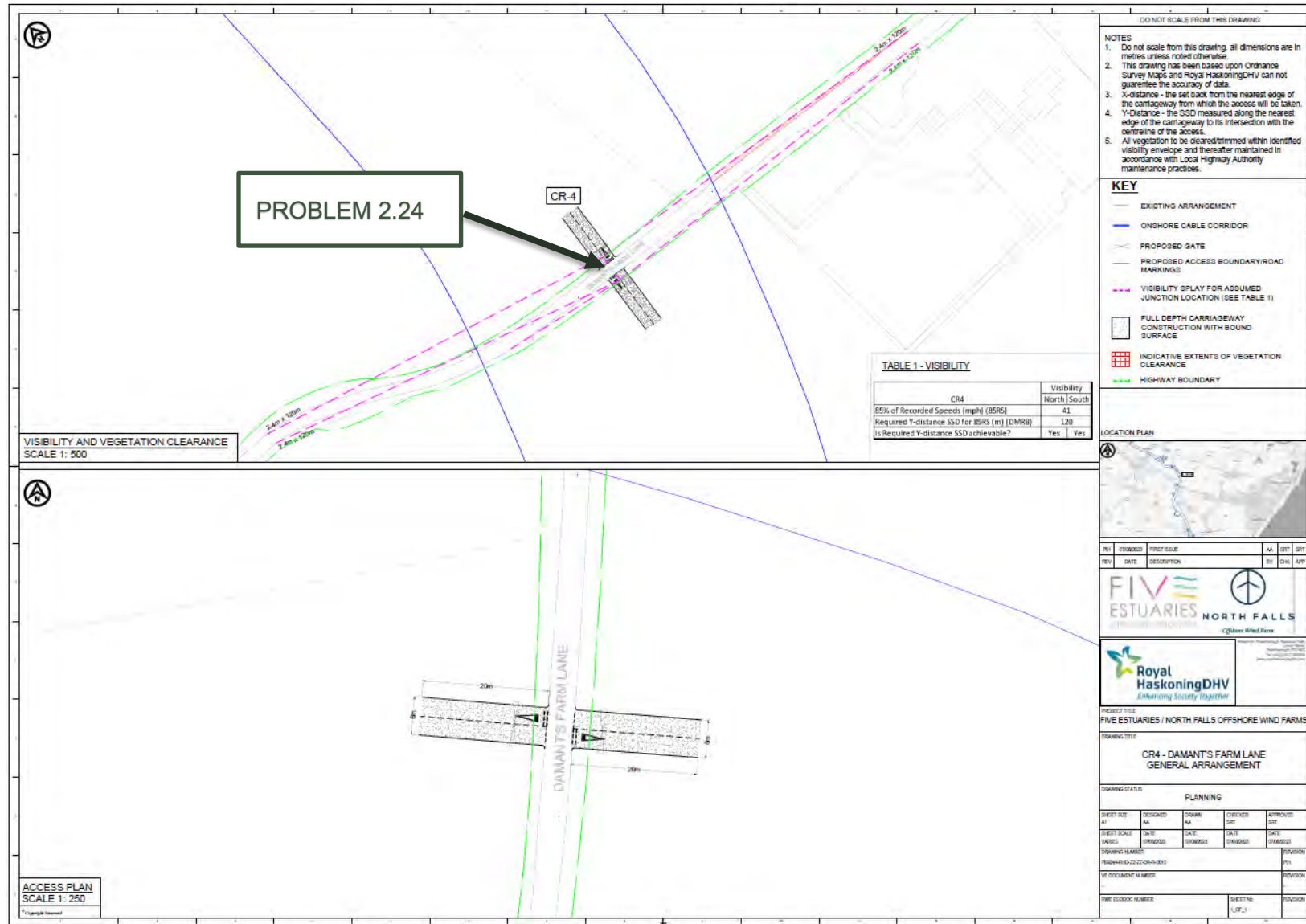


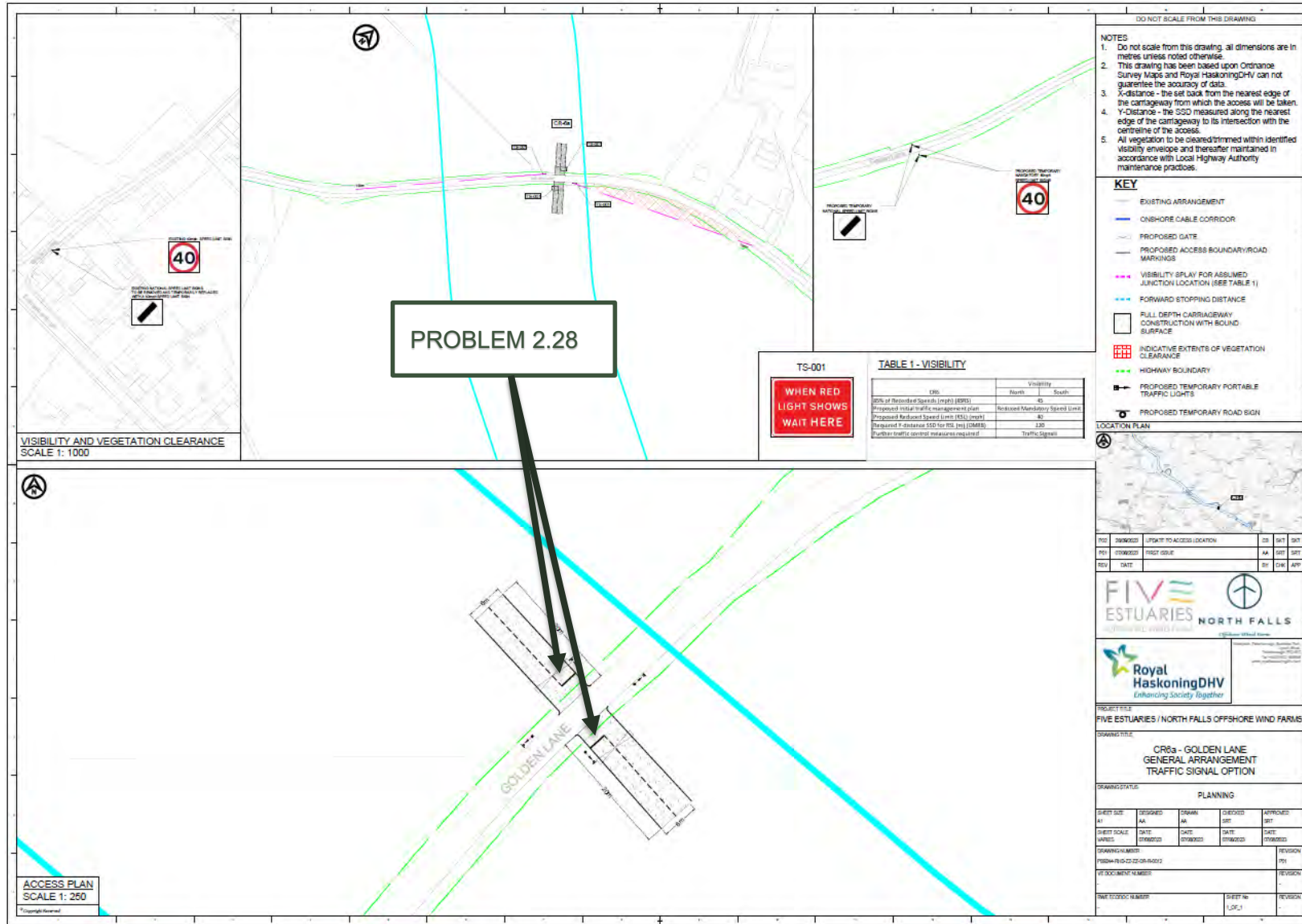


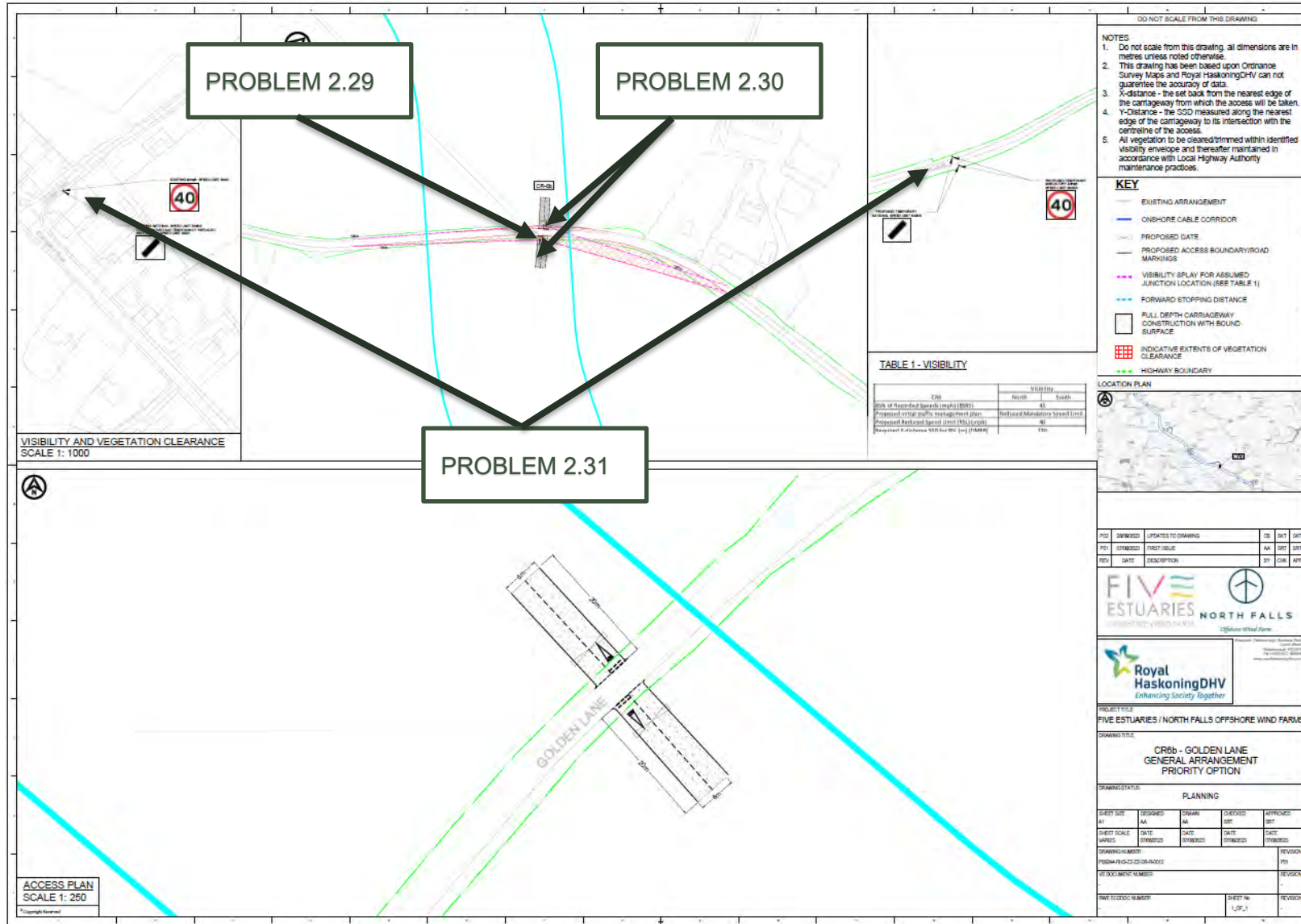


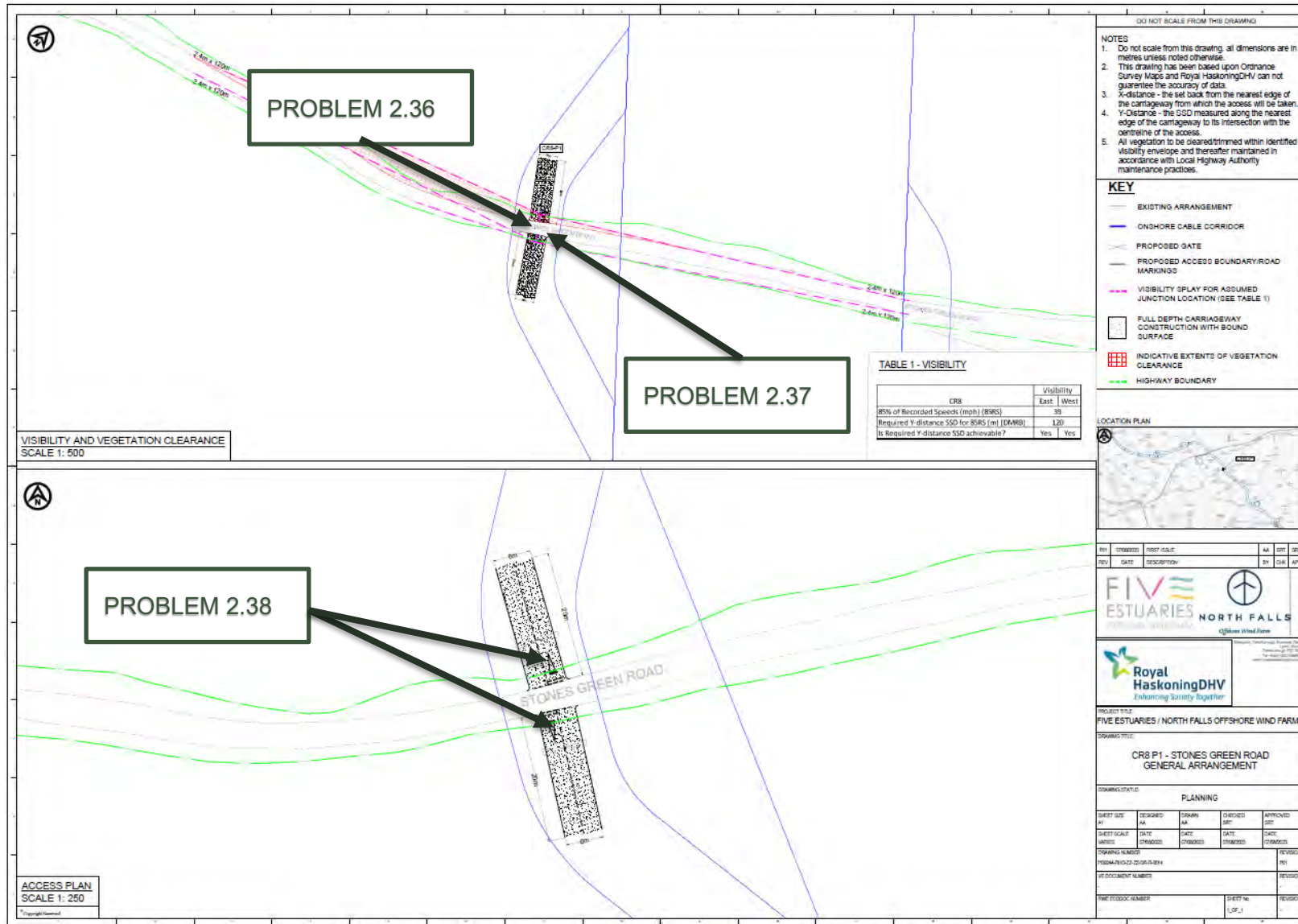


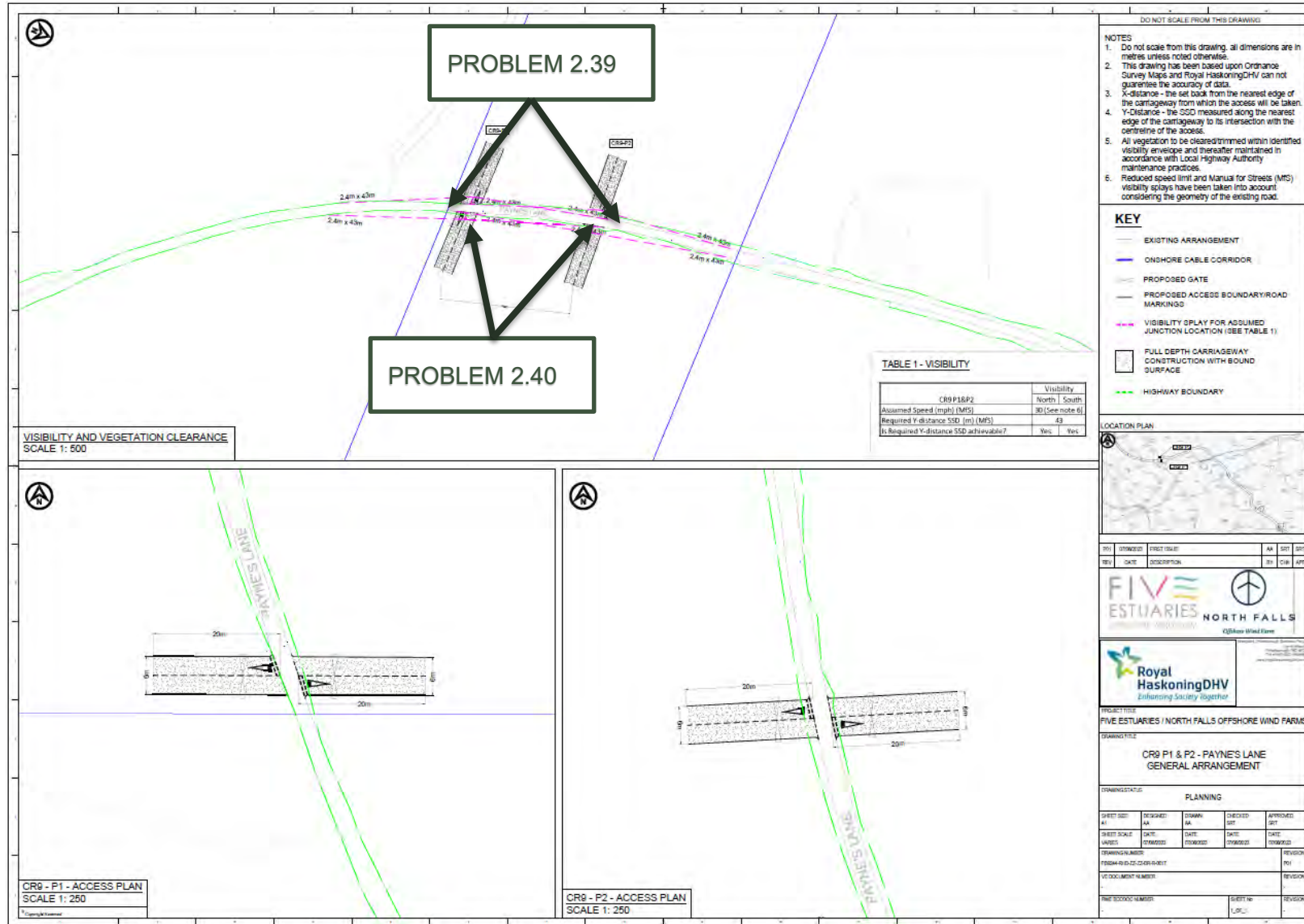


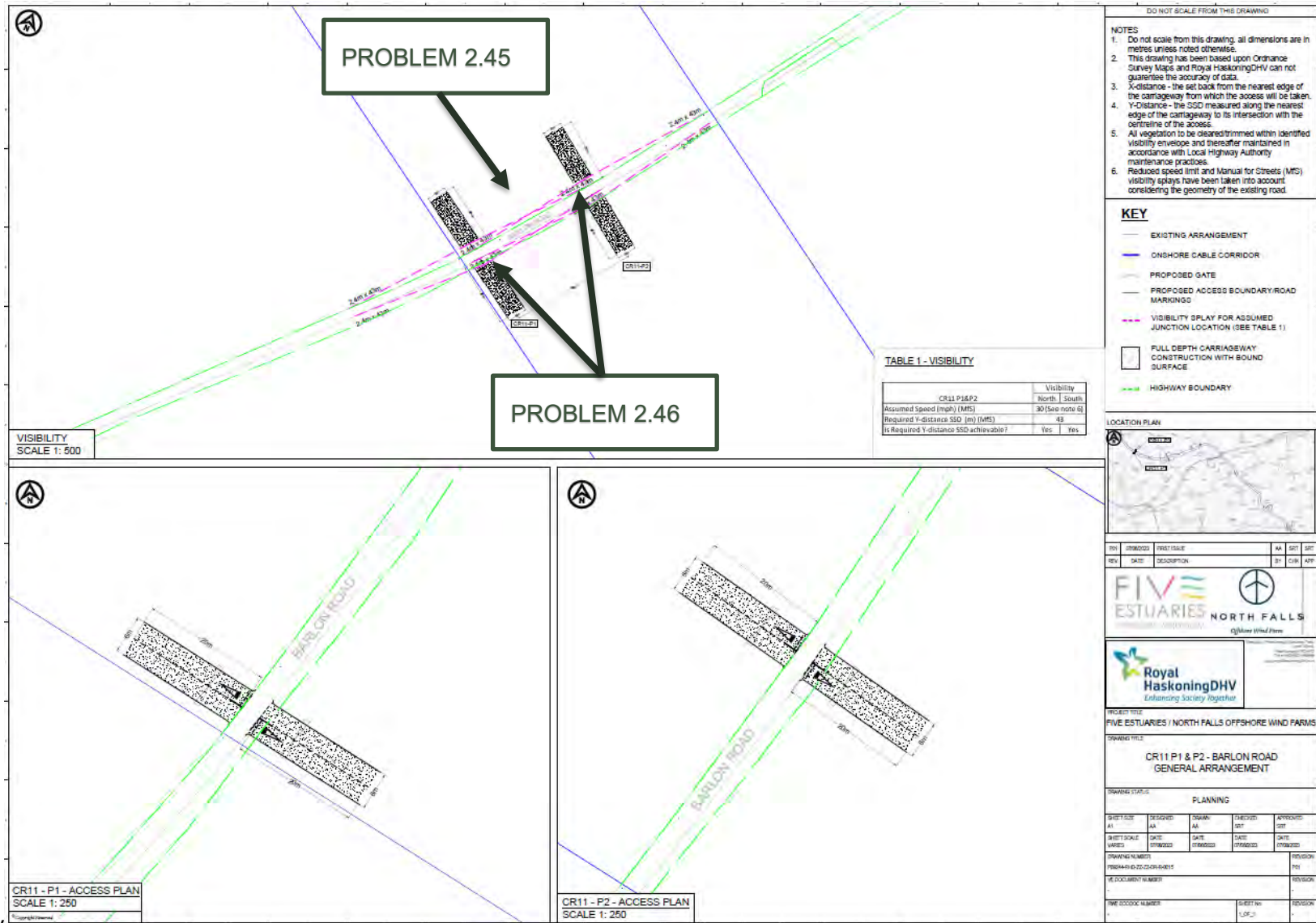


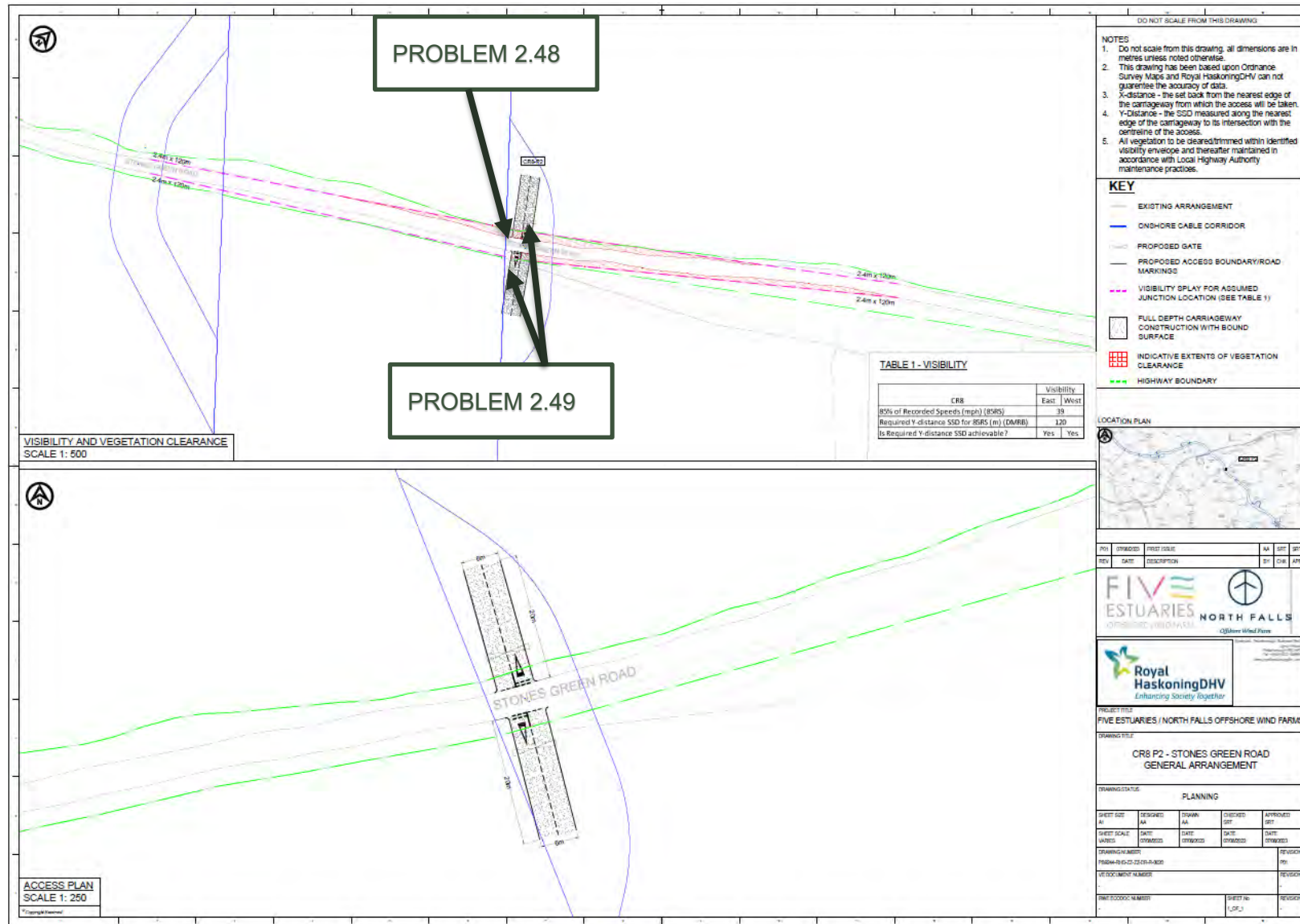














Appendix S Construction Accesses and Haul Road Crossings – Designer’s Response

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024



Contractor Coversheet

Project Name:	FE_NF_Mott Macdonald Co-Located Substation Studies	Package No:	PROJECTCODE 12 - Electrical Systems
----------------------	--	--------------------	-------------------------------------

Document Title:	Co-located Substations Early Design - Ardleigh Road Junction - Audit Response Report		
Classification:	Confidential		

Contractor Doc. No:	104560-MMD-00-XX-RP-HE-1062	Contractor Revision:	02
Date:	19/03/2024	Pages:	17

Employer Doc. No:	005014244-02	Employer Revision:	NA
Document Status:	Preliminary		
Reason for Issue	Review		

A large teal graphic element consisting of a triangle at the top and a trapezoidal shape below it, forming a stylized 'M' or a similar abstract shape. It is positioned on the left side of the page, partially overlapping the text area.

Co-Located Substation Early Design - Ardleigh Road Junction

Stage 1 RSA Designer's Response

March 2024

Confidential

This page left intentionally blank for pagination.

Mott MacDonald
Victory House
Trafalgar Place
Brighton BN1 4FY
United Kingdom

T +44 (0)1273 365000
mottmac.com

Co-Located Substation Early Design - Ardleigh Road Junction

Stage 1 RSA Designer's Response

March 2024

Confidential

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
01	20/12/2023	Sonia A. Pedrosa	John Weeks	Andrea F. Crespo	First Issue for Comment
02	19/03/2024	Riswana M. Puthiyapurayil	John Weeks	Andrea F. Crespo	Updated after client and client's environmental consultant (SLR) comment

Document reference: 104560 | 104560-MMD-00-XX-RP-HE-1062 | 02 | 005014244-02

Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
1.1	Overview	1
1.2	Relevant Parties	2
1.3	Report Structure	2
2	Road Safety Audit Decision Log	3
3	Audit Response Statements	6
	Appendices	7
A.	Documents and Drawings Referenced	8
B.	Key Plan - Drawing subjected to Stage 1 RSA	9
C.	Key Plan – Drawing incorporating latest design decisions previous to receiving Stage 1 RSA report	10
	Tables	
	Table 2.1: Road Safety Audit Decision Log	4
	Figures	
	Figure 1.1. Location of the proposed Ardleigh Rd Junction	1
	Tables – Appendices	
	Table A.1: Documents and Drawings Referenced	8

1 Introduction

This Road Safety Audit Response Report documents considered responses aligned with road safety 'problems' and 'recommendations' defined through the Stage 1 Road Safety Audit process.

1.1 Overview

This report documents original Stage 1 Road Safety Audit (RSA) 'problems' and 'recommendations' for the Ardleigh Road junction design defined by the SLR Consulting Ltd. Road Safety Audit Team and includes formally considered RSA responses developed by Mott MacDonald Designers.

The audit was carried out by SLR Consulting Ltd at the request of RWE, the Client and Project Sponsor. The Overseeing Organisation for this Stage 1 is Essex County Council.

The scheme subject to Stage 1 RSA comprises a construction access junction and haul road crossings associated with the installation of an export cable to carry power from a proposed offshore windfarm located off the coast of Essex. This access point and haul road are located on Ardleigh Road, Little Bromley and will be required for a period of approximately 18 months.

The Road Safety Audit was originally carried out with reference to the supplied Road Safety Audit Brief prepared by SLR Consulting Ltd on 13th September 2023 and formally accepted by the Audit Team on the same date. The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.

A site visit was undertaken by the Audit Team on Thursday 09th November 2023, between the hours of 14:00 and 14:30. The weather at the time of the visit was overcast and the carriageway surface was generally dry. Vehicular traffic levels were considered to be low. There were no pedestrian and no cyclist movements observed during this time.

The Road Safety Audit comprised an examination of the documentation and drawings listed in **Appendix A**. Accompanying drawings indicating the location of identified safety related issues are provided in **Appendix B** and **C**.

Figure 1.1 shows the location of the accesses included in scheme in a local context.

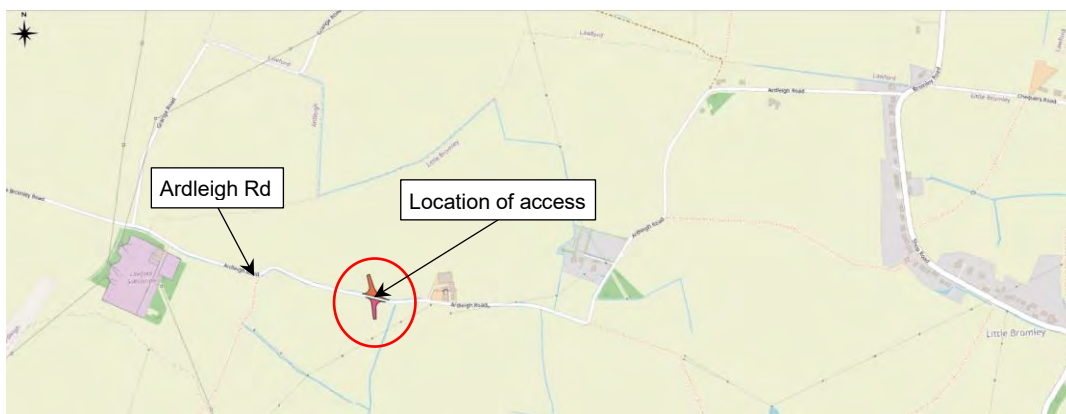


Figure 1.1. Location of the proposed Ardleigh Rd Junction

Source: Mott MacDonald based on OpenStreetMap

1.2 Relevant Parties

Project Sponsor: **RWE**

Client: **RWE**

Designer: **Mott MacDonald**

The Road Safety Audit Team consisted of:

Sasha Respini BSc (Hons), MSc, MCIHT, MSoRSA
Audit Team Leader
Principal Transport Planner
SLR Consulting Ltd

Alastair Pike MICE, MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Member
Head of Road Safety
SLR Consulting Ltd

The Road Safety Audit Designer Response has been prepared by:

John Weeks Design Lead for Bentley Road Improvement Works and Access Junction
to the Haul Road, Mott MacDonald

Sonia A. Pedrosa Design Team Member for Bentley Road Improvement Works and Access
Junction to the Haul Road, Mott MacDonald

The client representatives are:

Emmanuelle Bassey Civil Engineering Lead, RWE

Ian Maclean Engineering Manager, RWE

1.3 Report Structure

- **Section 2** comprises of a 'Road Safety Audit Decision Log'.
- **Section 3** includes audit response statements.

2 Road Safety Audit Decision Log

This section presents a road safety audit decision log, incorporating 'Designer Responses' to all identified problems and recommendations from the Stage 1 RSA; see **Table 2.1**.

Table 2.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Audit Team Supplementary Comment	Client / Project Sponsor Comment	Agreed RSA action ¹
PROBLEMS IDENTIFIED AND ALIGNED RECOMMENDATIONS FROM STAGE 1 RSA						
Scheme: Ardleigh Road Junction						
Drawing 104560-MMD-00-XX-DR-CE-1061_Rev01						
2.1	<p>Location: Site Access (Temporary Access Junction with Ardleigh Rd)</p> <p>Summary: Overhead cables may lead to damage to infrastructure, vehicles and occupants.</p> <p>Onsite observations noted the presence of overhead cables that cross Ardleigh Road in various locations in the vicinity of the proposed development.</p> <p>The vertical alignment of proposed HGV access movements may lead to damage to infrastructure or damage to vehicles and injury to occupants.</p>	<p>It is recommended that the vertical assessment is carried out for the appropriate vehicle types to ensure no conflict remains.</p>	<ul style="list-style-type: none"> ● RSA problem and recommendation agreed. ● This matter will be appraised further as an integral part of the detailed design process, when full PAS128 utilities surveys are to be obtained, and drawings detailing diversion or undergrounding (and/or further measures required) of utilities in the vicinity of the proposed access junction and crossing will be developed to take due account of the safety problem and the aligned recommendation. ● A wider utility diversion / undergrounding assessment would need to be carried out by the third party in charge of the Ardleigh Rd improvement works design at the scheme detailed design stage, when full PAS128 utilities surveys shall be completed. Coordination between Mott MacDonald and that third party may be required. ● Notes 9 and 19 in drawing 104560-MMD-00-XX-DR-CE-1061_Rev01 are intended to account for this matter: ● Note 9. «Proposed arrangements shown for indicative purposes only. Dimensions and design may vary following completion of site surveys at detailed design stage». ● Note 19. «Only partial utilities data has been provided for this indicative design. Full PAS128 utilities surveys shall be required at later design stages». 	No comment	No comment	<p>This matter will be appraised further as an integral part of the detailed design process, when full PAS128 utilities surveys are to be obtained, and drawings detailing diversion or undergrounding of utilities in the vicinity of the proposed access junction and crossing will be developed to take due account of the safety problem and the aligned recommendation.</p>
2.2	<p>Location: Site Access (Temporary Access Junction with Ardleigh Rd). Refer to Appendix B.</p> <p>Summary: Westbound HGV egress does not allow for two-way working for large vehicles potentially leading to shunt or head on type collisions.</p> <p>The proposed access swept path analysis shows a vehicle both egressing and accessing the proposed junction from the west. This location does not support the two-way movements of HGV's and this movement may in turn lead to head on or shunt type collisions between vehicles.</p>	<p>It is recommended that all HGV access should be controlled such that opposing vehicles meet to the east of the access junction.</p>	<ul style="list-style-type: none"> ● RSA problem acknowledged but recommendation dismissed due to it being outdated after recent changes to design. ● Developers have agreed with third party stakeholders to continue the Ardleigh Rd improvement works (which include carriageway widening) to the west of the Five Estuaries & North Falls co-located substation access (i.e., site access). Ardleigh Rd Junction proposed layout has been updated to adjust to the new proposed edges of carriageway and it is allowing now for HGV two-way movements west of the junction. ● RSA problem solved in drawing 104560-MMD-00-XX-DR-CE-1061_Rev02 (refer to Appendix C). Swept path analysis (SPA) at the updated Ardleigh Rd Junction layout shows that there are no issues with two-way movements West of the junction. 	No comment	No comment	<p>RSA problem no longer relevant after recent design updates, as shown in drawing 104560-MMD-00-XX-DR-CE-1061_Rev02 (refer to Appendix C). Swept path analysis (SPA) at the updated Ardleigh Rd Junction layout shows that there are no issues with two-way movements West of the junction in latest design anymore.</p>
2.3	<p>Location: Site Haul Road Access (Temporary Access Junction with Ardleigh Rd). Refer to Appendix B.</p> <p>Summary: There is no tolerance for HGVs when turning into / out of the site access which may lead to loss of control type collisions.</p> <p>The vehicle tracking demonstrates no additional tolerance in surfaced width for HGVs at the site access and along the haul road track. This arrangement does not allow any room for manoeuvre along the track and relies on a perfect HGV turn each time. This proposed arrangement may lead to loss of control type collisions.</p>	<p>It is recommended that the proposed haul road is widened to allow more width for large construction vehicles.</p>	<ul style="list-style-type: none"> ● RSA problem and recommendation acknowledged and partially agreed, since simultaneous HGV access and egress movements from/to either to the West or East of Ardleigh Road are expected to occur on the odd occasion. The majority of HGV movements at the concerned junction are expected to be crossing movements from the cable haul road to the co-located permanent access and vice versa. HGVs working at third party substation development are not expected to be using the co-located substation cable haul road. Current design represents a compromise between safety for manoeuvres, design of bellmouth compliant with standard (CD123, Section 5) and minimisation of total area of bellmouth, along with minimisation of land-take and volumes of material required to construct the junction. ● Also, please note that the SPA shown in drawing 104560-MMD-00-XX-DR-CE-1061_Rev01 is not making full use of the junction surface since it is not using the corner taper at the permanent access bellmouth north of Ardleigh Rd. This shall be updated by the designer in drawing 104560-MMD-00-XX-DR-CE-1061_Rev02, showing greater easiness for manoeuvring. 	No comment	No comment	<p>Designer to update vehicles swept paths accessing/egressing Ardleigh Rd East leg in drawing 104560-MMD-00-XX-DR-CE-1061_Rev02, making use of the full junction surface so that manoeuvring of vehicles appears less constrained.</p>


Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Audit Team Supplementary Comment	Client / Project Sponsor Comment	Agreed RSA action ¹
			<ul style="list-style-type: none">Also please note that vehicle models used to perform the SPA (low loaders) are conservative and representing the worst case scenario since they have the greatest requirement for turning radius (6.99m). The overall maximum vehicle width is 2.55m (Max. legal length articulated vehicle), as shown in vehicle details, which means that a two-way movement will need a road width greater than 5.1m. Ardleigh Rd proposed widened carriageway width of 6.5m satisfies this condition although the SPA drawn appears tight in the drawings. We can conclude that if the swept path fits within the carriageway limits with these conservative vehicle models (as it does), room is to be sufficient in reality.Note 12 in drawing 104560-MMD-00-XX-DR-CE-1061_Rev01 («Vehicle models used for the assessments are indicative only, actual turning radii and vehicle track will depend on the precise vehicles used by the works contractor») and disclaimer shown in Vehicle Details («These models are generic and do not relate to any specific vehicle supplier's specification. All swept paths should be verified by the Contractor and their haulage supplier, once appointed, prior to detailed design and installation of the access») were included as caveats in relation to this matter.			

1. Agreed RSA actions not completed in latest update of drawings

3 Audit Response Statements

This section summarises the RSA process status and provides response statements from Mott MacDonald as designers and RWE (as Project Sponsor and Client) consistent with the Design Manual for Roads and Bridges (DMRB) Road Safety Audit guidelines contained within document GG119 Road Safety Audit.

Design Organisation Statement

<p>On behalf of the Design Organisation, we certify that:</p> <p>The RSA actions identified in response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Project Sponsor / Client.</p>	
Name:	John Weeks
Signed:	
Position:	Highways Design Lead
Organisation:	Mott MacDonald
Date:	19/03/24

Project Sponsor / Client Statement

<p>On behalf of the Project Sponsor / Client I certify that:</p> <p>The RSA actions identified in response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Design Organisation; and</p> <p>The agreed RSA actions will be progressed.</p>	
Name:	
Signed:	
Position:	
Organisation:	RWE
Date:	

Appendices

A.	Documents and Drawings Referenced	8
B.	Key Plan - Drawing subjected to Stage 1 RSA	9
C.	Key Plan – Drawing incorporating latest design decisions previous to receiving Stage 1 RSA report	10

A. Documents and Drawings Referenced

Table A.1: Documents and Drawings Referenced

Ref.	Title	Date
RSA1: 425.002196.00001	Stage 1 Road Safety Audit - Ardeigh Road, Five Estuaries Wind Farm_Rev01	27/11/2023
Design Drawing: 104560-MMD-00-XX-DR-CE-1061_Rev01 (Client No. 004943785-01)	Co-located Substations Early Design – Permanent and Temporary Access Junction with Ardeigh Road_Rev01	18/10/2023
Design Drawing: 104560-MMD-00-XX-DR-CE-1061_Rev02 (Client No. 004943785-02)	Co-located Substations Early Design – Permanent and Temporary Access Junction with Ardeigh Road_Rev02	15/12/2023

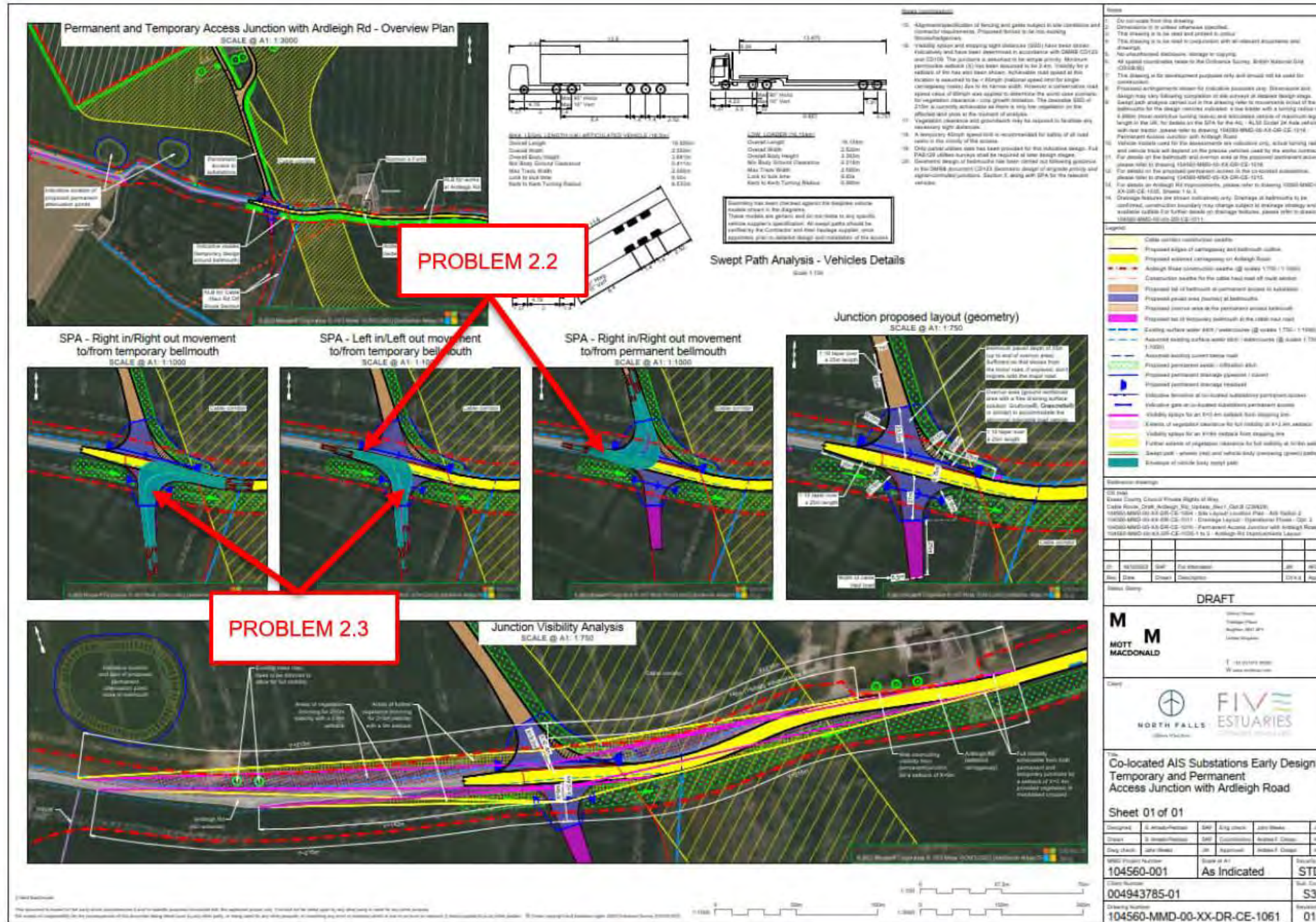
Source: Mott MacDonald

B. Key Plan - Drawing subjected to Stage 1 RSA

Drawing 104560-MMD-00-XX-DR-CE-1061_Rev01

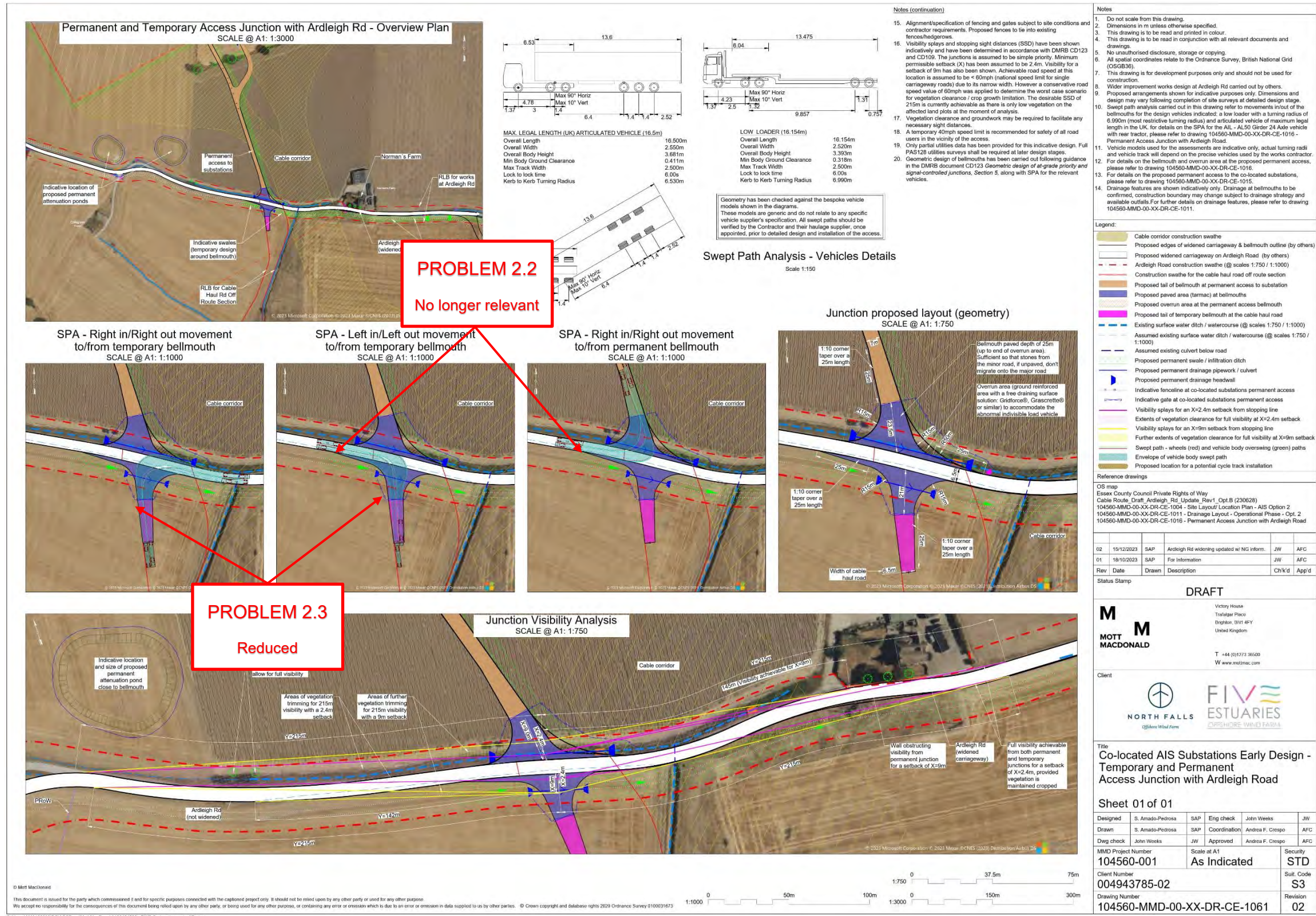
RWE
 Stage 1 Road Safety Audit

27 November 2023
 SLR Project No.: 425.002196.00001



C. Key Plan – Drawing incorporating latest design decisions previous to receiving Stage 1 RSA report

Drawing 104560-MMD-00-XX-DR-CE-1061_Rev02



(Source: Mott MacDonald based on SLR Consulting, Stage 1 RSA Audit, Problem Location Plan, SLR Project No.:425.002196.00001)




Contractor Coversheet

Project Name:	FE_NF_Mott Macdonald Co-Located Substation Studies	Package No:	PROJECTCODE 12 - Electrical Systems
----------------------	--	--------------------	-------------------------------------

Document Title:	Co-located Substations Early Design - Bentley Road Junction - Audit Response Report		
Classification:	Confidential		

Contractor Doc. No:	104560-MMD-00-XX-RP-HE-1063	Contractor Revision:	02
Date:	19/03/2024	Pages:	18

Employer Doc. No:	005016415-02	Employer Revision:	NA
Document Status:	Preliminary		
Reason for Issue	Review		

A large teal graphic element on the left side of the page, consisting of a triangle at the top and a trapezoid below it, forming a shape that resembles a stylized letter 'M' or a mountain peak.

Co-Located Substation Early Design - Bentley Road

Stage 1 RSA Designer's Response

March 2024

Confidential

This page left intentionally blank for pagination.

Mott MacDonald
Victory House
Trafalgar Place
Brighton BN1 4FY
United Kingdom

T +44 (0)1273 365000
mottmac.com

Co-Located Substation Early Design - Bentley Road

Stage 1 RSA Designer's Response

March 2024

Confidential

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
01	20/12/2023	Sonia A. Pedrosa	John Weeks	Andrea F. Crespo	First Issue for comment
02	19/03/2024	Riswana M. Puthiyapurayil	John Weeks	Andrea F. Crespo	Updated after client and client's environmental consultant (SLR) comment

Document reference: 104560 | 104560-MMD-00-XX-RP-HE-1063 | 02 | 005016415-02

Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
1.1	Overview	1
1.2	Relevant Parties	2
1.3	Report Structure	2
2	Road Safety Audit Decision Log	3
3	Audit Response Statements	6
	Appendices	7
A.	Documents and Drawings Referenced	8
B.	Key Plans - Drawings subjected to Stage 1 RSA	9
C.	Additional Key Plans for completeness of information (Not subjected to Stage 1 RSA)	11
	Tables	
	Table 2.1: Road Safety Audit Decision Log	4
	Figures	
	Figure 1.1. Location of the proposed Bentley Rd Junction and crossing	1
	Tables – Appendices	
	Table A.1: Documents and Drawings Referenced	8

1 Introduction

This Road Safety Audit Response Report documents considered responses aligned with road safety 'problems' and 'recommendations' defined through the Stage 1 Road Safety Audit process.

1.1 Overview

This report documents original Stage 1 Road Safety Audit (RSA) 'problems' and 'recommendations' for the Bentley Road improvement works defined by the SLR Consulting Ltd. Road Safety Audit Team and includes formally considered RSA responses developed by Mott MacDonald Designers.

The audit was carried out by SLR Consulting Ltd at the request of RWE, the Client and Project Sponsor. The Overseeing Organisation for this Stage 1 is Essex County Council.

The scheme subject to Stage 1 RSA comprises a construction access junction and a haul road crossing associated with the installation of an export cable to carry power from a proposed offshore windfarm located off the coast of Essex. Access junction with Bentley Road and haul road crossing will be required for a period of approximately 18 months.

The Road Safety Audit was originally carried out with reference to the supplied Road Safety Audit Brief prepared by SLR Consulting Ltd on 13th September 2023 and formally accepted by the Audit Team on the same date. The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.

A site visit was undertaken by the Audit Team on Thursday 09th November 2023, between the hours of 13:00 and 14:00. The weather at the time of the visit was overcast and the carriageway surface was generally dry. Vehicular traffic levels were considered to be low. There were no pedestrian and no cyclist movements observed during this time.

The Road Safety Audit comprised an examination of the documentation and drawings listed in **Appendix A**. An accompanying drawing indicating the location of identified safety related issues is provided in **Appendix B**.

Figure 1.1 shows the location of accesses included in scheme in a local context.

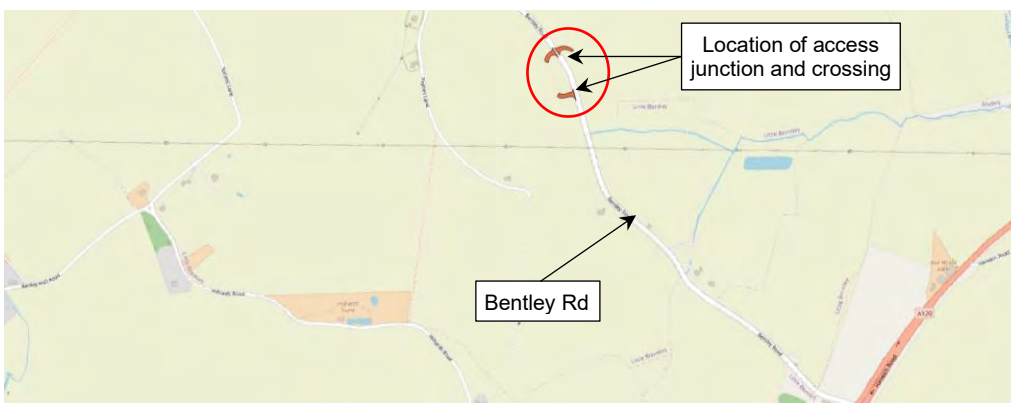


Figure 1.1. Location of the proposed Bentley Rd Junction and crossing

Source: Mott MacDonald based on OpenStreetMap

1.2 Relevant Parties

Project Sponsor: **RWE**

Client: **RWE**

Designer: **Mott MacDonald**

The Road Safety Audit Team consisted of:

Sasha Respini BSc (Hons), MSc, MCIHT, MSoRSA
Audit Team Leader
Principal Transport Planner
SLR Consulting Ltd

Alastair Pike MICE, MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Member
Head of Road Safety
SLR Consulting Ltd

The Road Safety Audit Designer Response has been prepared by:

John Weeks Design Lead for Bentley Road Improvement Works and Access Junction
to the Haul Road, Mott MacDonald

Sonia A. Pedrosa Design Team Member for Bentley Road Improvement Works and Access
Junction to the Haul Road, Mott MacDonald

The client representatives are:

Emmanuelle Bassey Civil Engineering Lead, RWE

Ian Maclean Engineering Manager, RWE

1.3 Report Structure

- **Section 2** comprises of a 'Road Safety Audit Decision Log'.
- **Section 3** includes audit response statements.

2 Road Safety Audit Decision Log

This section presents a road safety audit decision log, incorporating 'Designer Responses' to all identified problems and recommendations from the Stage 1 RSA; see **Table 2.1**.

Table 2.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Audit Team Supplementary Comment	Client / Project Sponsor Comment	Agreed RSA action ¹
PROBLEMS IDENTIFIED AND ALIGNED RECOMMENDATIONS FROM STAGE 1 RSA						
Scheme: Bentley Road Junction and crossing						
Drawing 104560-MMD-00-XX-DR-CE-1032-1_Rev02						
2.1	<p>Location: Site Access (Temporary Access Junction with Bentley Rd). Refer to Appendix B.</p> <p>Summary: At a 9m setback, existing trees may obscure the visibility splay potentially leading to side swipe type collisions.</p> <p>Onsite observations noted that the presence of existing vegetation may constitute an obstruction to the junction visibility. Obstruction to visibility splays may lead to injudicious vehicle movements at the proposed junction leading to side swipe collisions between vehicles.</p>	<p>It is recommended that the trees be cut back and maintained as such that it does not pose an obstruction to the visibility splays.</p>	<ul style="list-style-type: none"> RSA problem and recommendation acknowledged but not agreed since it is not considered that these trees have an impact on the visibility clearance areas. The visibility splay with a 9m setback on the eastern side of Bentley Rd (northern side of Bentley Rd on drawing 104560-MMD-00-XX-DR-CE-1032-1) only captures a small area of road verge west of these existing trees, to run across the road to the other verge side west of Bentley Rd (South of Bentley Rd in drawing 104560-MMD-00-XX-DR-CE-1032-1). Cutting back or trimming the trees will not produce any changes to visibility. Trees are located on the southeast of the road and will cast shadow during most part of the day unless they are totally cut. In drawing 104560-MMD-00-XX-DR-CE-1031-3 for the same scheme (refer to Appendix C in this document), it is indicated the trimming of these existing trees to facilitate passage of vehicles, which will also help with general visibility. No designer action proposed. 	No comment	No comment	No action.
2.2	<p>Location: Site Access (Temporary Haul Road crossing at Bentley Rd). Refer to Appendix B.</p> <p>Summary: The position of the gate could cause rear end shunts.</p> <p>The position of the proposed gate is set back 18m and does not allow the largest vehicle (25m) to fully clear the main carriageway when waiting. There is no detail provided that shows the proposed operation of the gate features. Should they be closed for any reason their proposed location could leave HGVs overhanging the public highway which may result in shunt / side swipe type collisions.</p>	<p>It is recommended that the gates are relocated further back into the site such that if a gate is closed for whatever reason, an HGV can still clear the public highway before stopping.</p>	<ul style="list-style-type: none"> RSA problem and recommendation agreed. Design drawing will be amended in accord. 	No comment	No comment	Design drawing will be amended consistent with RSA recommendation.
2.3	<p>Location: Site Haul Road Access (Temporary Access Junction with Bentley Rd). Refer to Appendix B.</p> <p>Summary: There is no tolerance for HGVs when turning into / out of the site access which may lead to loss of control type collisions.</p> <p>The vehicle tracking demonstrates no additional tolerance in surfaced width for HGVs at the site access and along the haul road track. This arrangement does not allow any room for manoeuvre along the track and relies on a perfect HGV turn each time. This proposed arrangement may lead to loss of control type collisions.</p>	<p>It is recommended that the proposed haul road is widened to allow more width for large construction vehicles.</p>	<ul style="list-style-type: none"> RSA problem and recommendation acknowledged but partially agreed since it is not considered to constitute a significant safety concern at this stage for the following reasons: The turning movements of the cable drum delivery HGV from Bentley Rd onto the cable haul road are expected to occur on the odd occasion. Cable Drum delivery is considered to be a non-Special Order abnormal load movement and will be subject to agreement with the LHA and Police through the ESDAL system, as a controlled movement they will be timed with other deliveries so as not to be impeded. Majority of cable drum delivery HGV movements at the crossing are expected to be crossing movements from the cable haul road on one side of Bentley Rd to the cable haul road on the other side. The current design represents a compromise between safety for manoeuvres, design of bellmouth compliant with standard (CD123, Section 5) and minimisation of total area of bellmouth, along with minimisation of land-take and volumes of material required to construct the junction. Also please note that the swept path hatched area in drawing 104560-MMD-00-XX-DR-CE-1032-1 corresponds to the vehicle body envelope and not to the vehicle chassis envelope. For clarity, drawing to be updated to show that the hatched area corresponding to the vehicle chassis envelope, instead of the vehicle body 	No comment	No comment	Designer to update vehicle swept path hatched areas to enhance vehicle chassis envelope as well as vehicle body envelope, showing that vehicle turning movements fit within the bellmouth outlines. The chassis envelope line will be brought forward in the drawing for clarity.

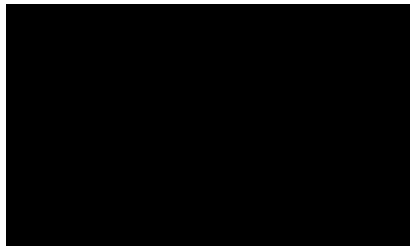
Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Audit Team Supplementary Comment	Client / Project Sponsor Comment	Agreed RSA action ¹
			<p>envelope, fits within the bellmouth outlines. The chassis envelope line will be brought forward in the drawing for clarity.</p> <ul style="list-style-type: none"> Also please note that vehicle models used to perform the SPA are conservative and representing a worst case scenario. We can conclude that if the vehicle chassis swept path fits within the carriageway limits with these conservative vehicle models (as it does), room is to be sufficient in reality. Note 9 in drawing 104560-MMD-00-XX-DR-CE-1032-1_Rev02 («Vehicles used in this drawing are indicative of those expected to be using this construction access. Actual turning radii and vehicle track will depend on the precise vehicles used by the works contractor») and disclaimer shown in Vehicle Details («This model is generic and do not relate to any specific vehicle supplier's specification. All swept paths should be verified by the Contractor and their haulage supplier, once appointed, prior to detailed design and installation of the access») were included as caveats in relation to this matter. 			
2.4	<p>Location: Internal site. Refer to Appendix B.</p> <p>Summary: No turning area is provided to allow vehicles to turn and egress the site in a forward gear, may lead to side swipe type collisions.</p> <p>It is not clear from the supplied drawings whether a construction compound, or similar, will be provided on the site to allow for vehicles to turn within the site, this could compel drivers to reverse from the site onto the public highway which could lead to obscured visibility and side swipe type collisions.</p>	<p>It is recommended that a turning area for large construction vehicles is provided within the site boundary during the construction works to ensure vehicles can access and egress the site in a forward gear</p>	<ul style="list-style-type: none"> RSA problem and recommendation acknowledged and partially agreed. Construction compound areas, which would allow for vehicle turning movements, are shown in drawing 104560-MMD-00-XX-DR-CE-1031-3 for the same scheme (refer to Appendix C in this document). Drawing 104560-MMD-00-XX-DR-CE-1032-1_Rev02 to be updated to show the construction compound areas for clarity. 	No comment	No comment	<p>Designer to update drawing 104560-MMD-00-XX-DR-CE-1032-1_Rev02 to show the construction compound areas for clarity.</p>
Drawing 104560-MMD-00-XX-DR-CE-1032-2_Rev01						
2.5	<p>Location: Proposed site access. Refer to Appendix B.</p> <p>Summary: The level difference between the carriageway and site could result in loss of control or side swipe type collisions.</p> <p>Onsite observations found that there was a difference in levels between the existing carriageway and the new access. An excessive gradient may create difficulty for large construction vehicles wishing to access Lodge Lane and may in turn lead to a lack of surface friction and slow egress movements potentially creating shunt / side swipe type collisions between egressing construction vehicles and vehicles travelling on Bentley Road.</p>	<p>It is recommended that the existing gradient be amended to an appropriate level for the restart movements of large vehicles accessing Bentley Road from the proposed site</p>	<ul style="list-style-type: none"> RSA problem and recommendation agreed. This matter will be appraised further as an integral part of the detailed design process and drawings developed to take due account of the safety problem and the aligned recommendation. 	No comment	No comment	<p>This matter will be appraised further as an integral part of the detailed design process and drawings developed to take due account of the safety problem and the aligned recommendation.</p>

1. Agreed RSA actions not completed in latest update of drawings.

3 Audit Response Statements

This section summarises the RSA process status and provides response statements from Mott MacDonald as designers and RWE (as Project Sponsor and Client) consistent with the Design Manual for Roads and Bridges (DMRB) Road Safety Audit guidelines contained within document GG119 Road Safety Audit.

Design Organisation Statement

<p>On behalf of the Design Organisation, we certify that: The RSA actions identified in response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Project Sponsor / Client.</p>	
Name:	John Weeks
Signed:	
Position:	Highways Design Lead
Organisation:	Mott MacDonald
Date:	19/03/24

Project Sponsor / Client Statement

<p>On behalf of the Project Sponsor / Client I certify that: The RSA actions identified in response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Design Organisation; and The agreed RSA actions will be progressed.</p>	
Name:	
Signed:	
Position:	
Organisation:	RWE
Date:	

Appendices

A.	Documents and Drawings Referenced	8
B.	Key Plans - Drawings subjected to Stage 1 RSA	9
C.	Additional Key Plans for completeness of information (Not subjected to Stage 1 RSA)	11

A. Documents and Drawings Referenced

Table A.1: Documents and Drawings Referenced

Ref.	Title	Date
RSA1: 237699	Stage 1 Road Safety Audit - Bentley Road, Five Estuaries Wind Farm_Rev01	13/11/2023
Design Drawing: 104560-MMD-00-XX-DR-CE-1032-1_Rev02 (Client No. 004786171-02)	Co-located Substation Early Design – Bentley Rd with Cable Haul Rd Junction & SPA_Sheet 1 of 2 Rev01	26/06/2023
Design Drawing: 104560-MMD-00-XX-DR-CE-1032-2_Rev1 (Client No. 004845330-01)	Co-located Substation Early Design – Bentley Rd with Cable Haul Rd Junction & SPA_Sheet 2 of 2 Rev01	26/06/2023
Design Drawing: 104560-MMD-00-XX-DR-CE-1031-_Rev3 (Client No. 004786180-03)	Co-located Substation Early Design – Bentley Rd improvement works_Sheet 3 of 3 Rev03	30/11/2023

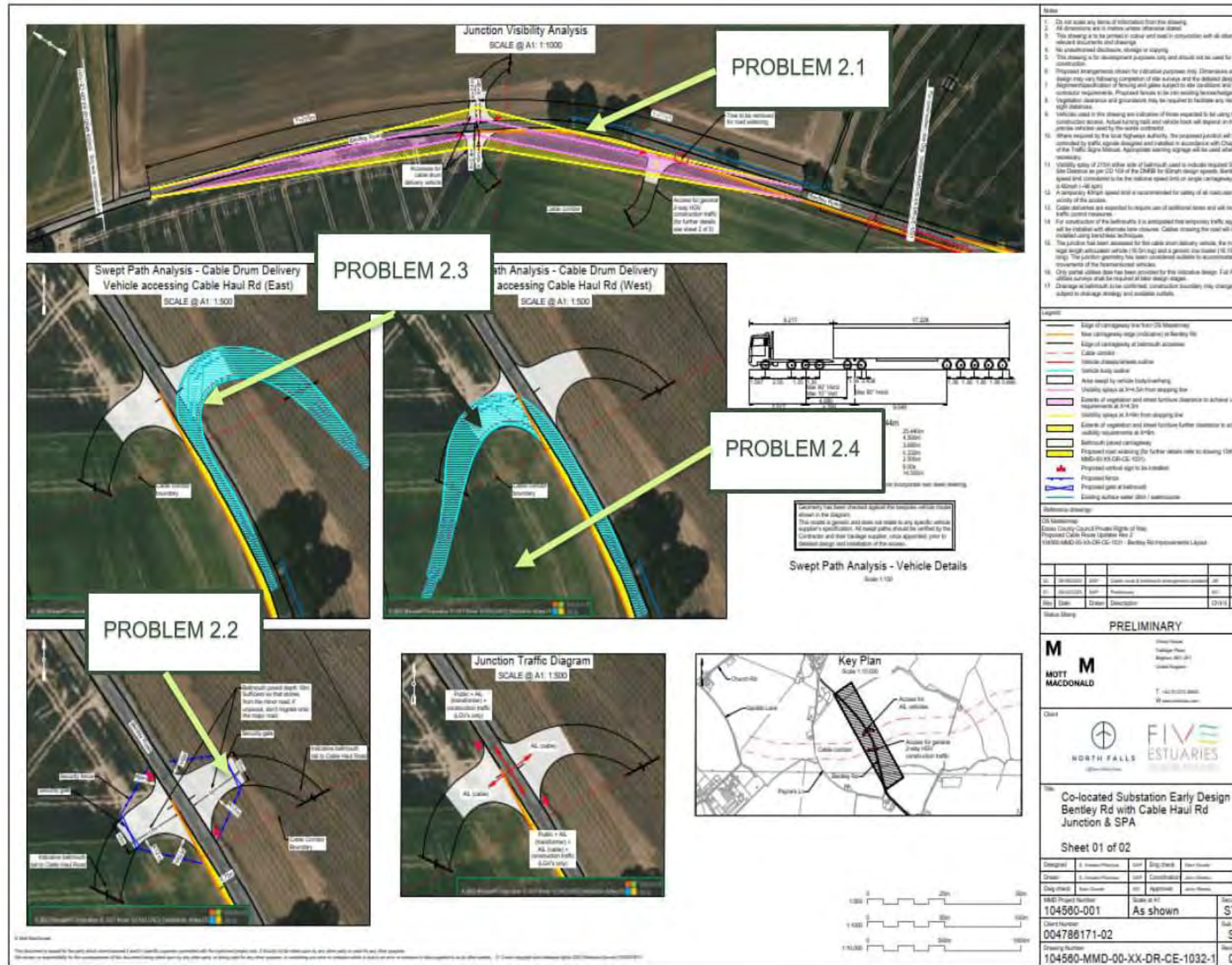
Source: Mott MacDonald

B. Key Plans - Drawings subjected to Stage 1 RSA

Drawing 104560-MMD-00-XX-DR-CE-1032-1_Rev02

RWE
 Stage 1 Road Safety Audit

13 November 2023
 SLR Project No.: 237699

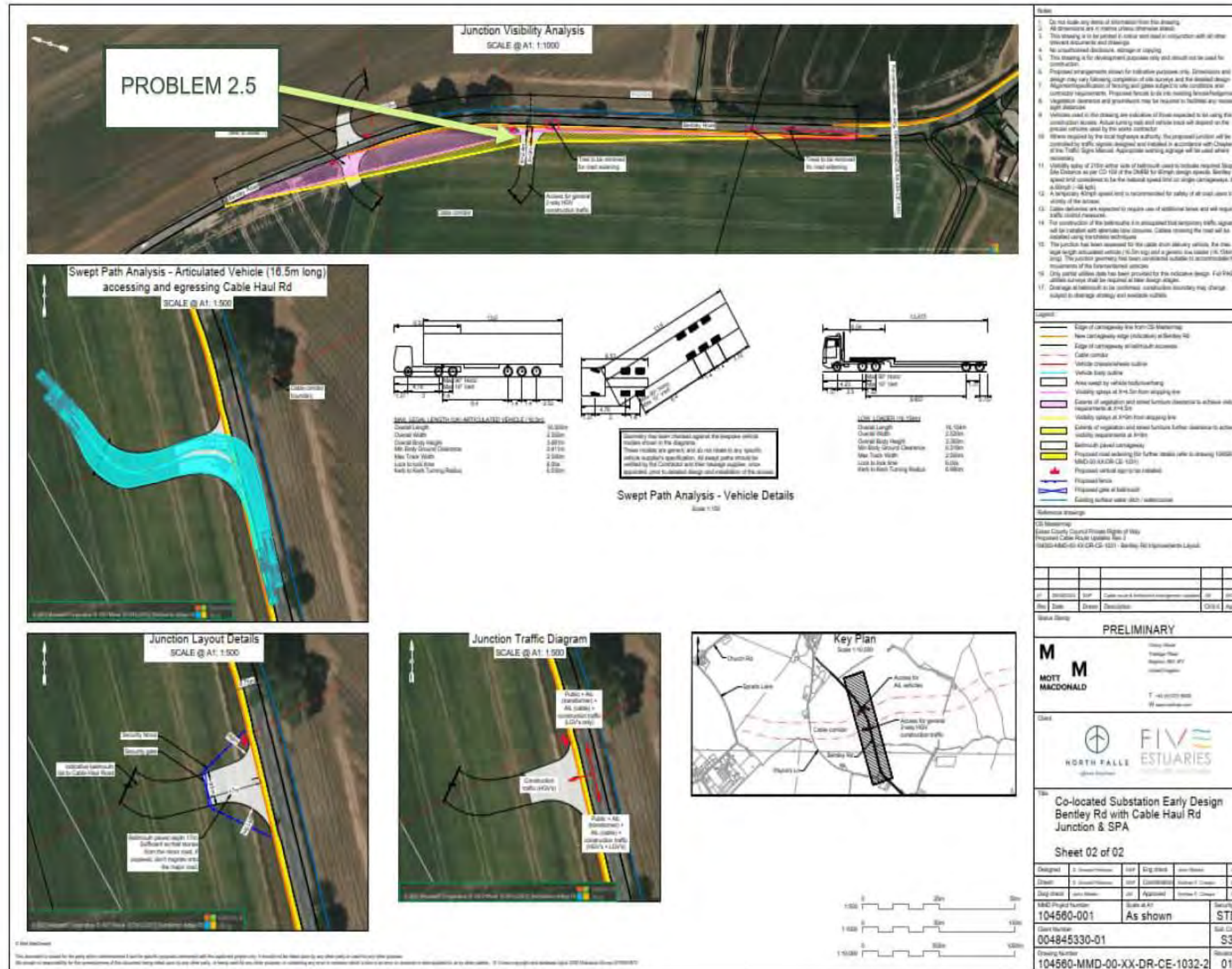


(Source: "SLR Consulting, Stage 1 RSA Audit, Problem Location Plan, SLR Project No.:237699")

Drawing 104560-MMD-00-XX-DR-CE-1032-2_Rev01

RWE
 Stage 1 Road Safety Audit

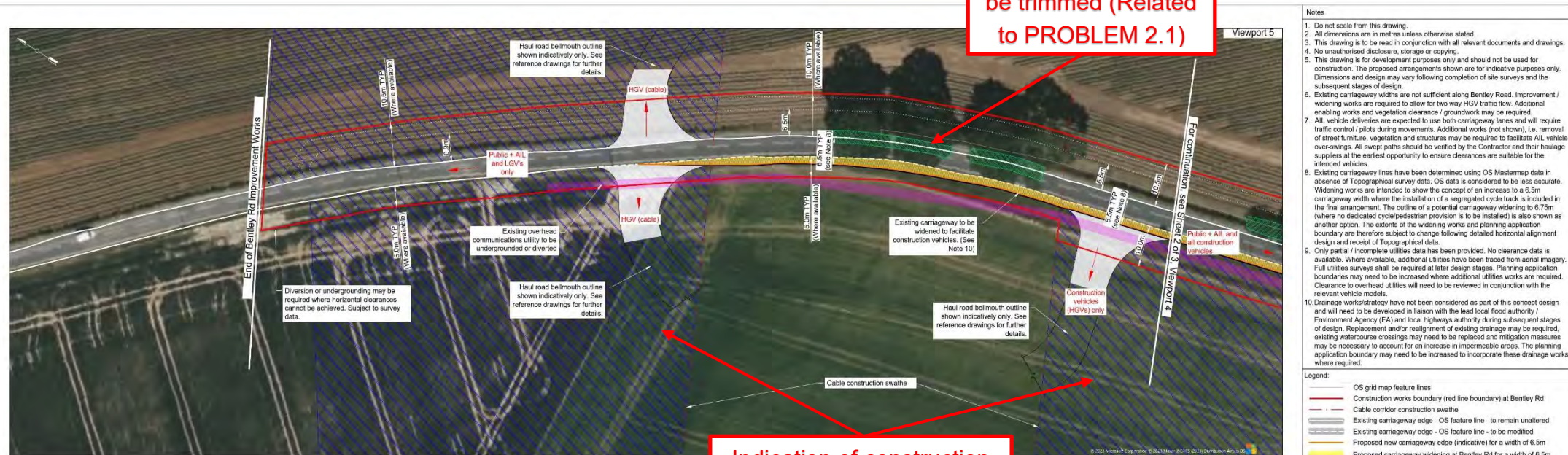
13 November 2023
 SLR Project No.: 237699



(Source: "SLR Consulting, Stage 1 RSA Audit, Problem Location Plan, SLR Project No.:237699")

C. Additional Key Plans for completeness of information (Not subjected to Stage 1 RSA)

Drawing 104560-MMD-00-XX-DR-CE-1031-3_Rev03



- Notes
- Do not scale from this drawing.
 - All dimensions are in metres unless otherwise stated.
 - This drawing is to be read in conjunction with all relevant documents and drawings. Dimensions and design may vary following completion of site surveys and the subsequent stages of design.
 - No unauthorised disclosure, storage or copying.
 - This drawing is for development purposes only and should not be used for construction. The proposed arrangements shown are for indicative purposes only. Dimensions and design may vary following completion of site surveys and the subsequent stages of design.
 - Existing carriageway widths are not sufficient along Bentley Road. Improvement / widening works are required to allow for two way HGV traffic flow. Additional existing works and vegetation clearance / groundworks may be required.
 - All vehicle deliveries are expected to use both carriageway lanes and will require traffic control / pilots during movements. Additional works (not shown), i.e. removal of street furniture, vegetation and structures may be required to facilitate AIL vehicle over-swings. All sweep paths should be verified by the Contractor and their haulage suppliers at the earliest opportunity to ensure clearances are suitable for the intended vehicles.
 - Existing carriageway lines have been determined using OS Mastermap data in absence of Topographical survey data. OS data is considered to be less accurate. Widening works are intended to show the concept of an increase to a 6.5m carriageway width where the installation of a segregated cycle track is included in the final arrangement. The outline of a potential carriageway widening to 6.75m (where no dedicated cycle/pedestrian provision is to be installed) is also shown as another option. The extents of the widening works and planning application boundary are therefore subject to change following detailed horizontal alignment design and receipt of Topographical data.
 - Only partial / incomplete utilities data has been provided. No clearance data is available. Where available, additional utilities have been traced from aerial imagery. Full utilities surveys shall be required at later design stages. Planning application boundaries may need to be increased where additional utilities works are required. Clearance to overhead utilities will need to be reviewed in conjunction with the relevant vehicle models.
 - Drainage works/strategy have not been considered as part of this concept design and will need to be developed in liaison with the lead local flood authority / Environment Agency (EA) and local highways authority during subsequent stages of design. Replacement and/or realignment of existing drainage may be required, existing watercourse crossings may need to be replaced and mitigation measures may be necessary to account for an increase in impermeable areas. The planning application boundary may need to be increased to incorporate these drainage works where required.

- Legend:
- OS grid map feature lines
 - Construction works boundary (red line boundary) at Bentley Rd
 - Cable corridor construction swathe
 - Existing carriageway edge - OS feature line - to remain unaltered
 - Existing carriageway edge - OS feature line - to be modified
 - Proposed new carriageway edge (indicative) for a width of 6.5m
 - Proposed carriageway widening at Bentley Rd for a width of 6.5m
 - Proposed new carriageway edge (indicative) for a width of 6.75m
 - Proposed location for a potential cycle track installation
 - Utility diversion or undergrounding required (Comms)
 - Location of existing communication pole extracted from survey
 - Vegetation / trees to be trimmed
 - Proposed TCC location

Reference drawings
 104560-MMD-00-XX-DR-CE-1028 - A120 Bentley Road Junction Improvement Works
 104560-MMD-00-XX-DR-CE-1032-1 & 2 - Bentley Rd w/ Cable Haul Rd Jct & SPA (Sheets 1 & 2)
 104560-MMD-00-XX-DR-CE-1033 - New Bellmouth Access at Bentley Rd Jct for AIL Haul Road Diversion
 104560-MMD-00-XX-DR-CE-1034 - Bentley Rd to Astleigh Rd AIL Haul Rd Diversion
 104560-MMD-00-XX-DR-CE-1059-1 & 2 - Proposed Cross-over points for Cycle Track
 Utility Report Digiland_OSGB36 (received in January 2023)
 VE-NE Draft Combined Cable Corridor Rev 8 (received 29/09/2023)
 VE-NE Draft TCC Locations Rev 8 (received 29/09/2023)
 UK_FES_Work_Areas_py_OSGB36_v8_13_Extract (received 16/11/2023)
 UK_FES_Work_Areas_py_OSGB36_v8_13B_Extract (received 16/11/2023)

Rev	Date	Drawn	Description	CHK'd	App'd
P03	30/11/2023	SAP	RLB & cycle track updated	JW	AFC
P02	08/09/2023	SAP	Red Line Boundary updated	JW	AFC
P01	24/04/2023	SG	Concept design for comment	JW	MB

Status Stamp

PRELIMINARY

M MOTT MACDONALD

Victory House
 Fillingham Place
 Brighton, BN1 4BY
 United Kingdom

T +44 (0)1273 36500
 W www.mottmac.com

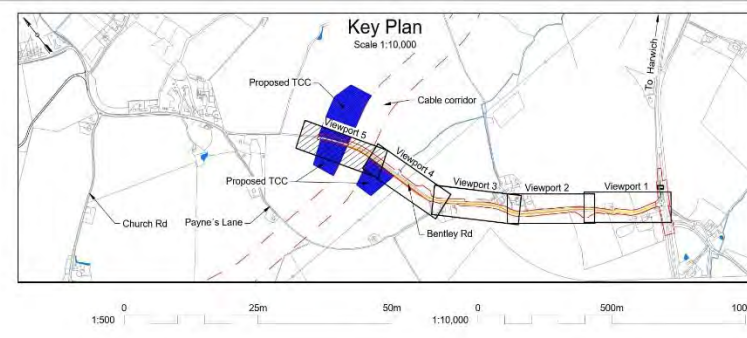
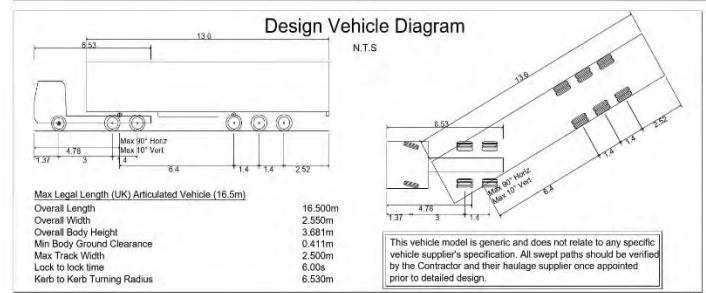


Title
Co-located Substation Early Design Bentley Rd Improvements Layout

Sheet 03 of 03

Designed	S. Goode	SG	Eng check	J. Weeks	JW
Drawn	S. Goode	SG	Coordination	J. Weeks	JW
Dwg check	S. Amado-Poitras	SAP	Approved	M. Barton	MB
MMD Project Number	104560-001	Scale at A1	1:500	Security	STD
Client Number	004786180-03			Suit. Code	S3
Drawing Number	104560-MMD-00-XX-DR-CE-1031-3			Revision	P03

End of sheet set



© Mott MacDonald
 This document is issued for the party which commissioned it and for specific purposes connected with the captured project only. It should not be relied upon by any other party or used for any other purpose.
 We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.
 C:\Users\AMM1803\Documents\104560-MMD-00-XX-DR-CE-1031-3_Rev03.dwg
 File:MOTTMACC_CV_104560-MMD-00-XX-DR-CE-1031-3_Rev03.dwg
 Date: 2023-11-09 10:03:00

(Source: "Mott MacDonald")



ROAD SAFETY AUDIT – DESIGNER’S RESPONSE

Project Details

Project Title	Five Estuaries / North Falls Wind Farm
Date of Audit	7 November 2023
Document Reference and revision	237699
Prepared by	Alastair Pike and Sasha Boland of SLR
On behalf of	Five Estuaries / North Falls Wind Farm

Road Safety Audit Decision Log

Problem No.	Problem Accepted (Yes / No)	Recommended Measure Accepted (Yes / No)	Alternative Measure (describe)
2.5, 2.7, 2.11, 2.20, 2.23, 2.35, 2.37, 2.44	Yes	Yes. <i>Details of the design of the ditch crossings will be provided at Stage 2 as part of the detailed design process. This will include appropriate detail in regard to separation between the edge of the access/crossing and the ditch.</i>	n/a
2.8, 2.34	Yes	Yes. <i>Detailed design of the accesses will be provided at Stage 2 as part of the detailed design process. Accesses and crossings will be designed to provide a smooth and level transition.</i>	n/a
2.10, 2.31	Yes	Yes. <i>Details of the design of the signage will be provided at Stage 2 as part of the detailed design process. This will include detail of sign sizes, offsets from the edge of the highway and any foliage that may need to be cut back to improve visibility.</i>	n/a
2.12	Yes	Yes. <i>The design of access AC5 has been amended to show the vegetation to the east and west of the junction being cut back.</i>	n/a
2.14, 2.25	Yes	No	<i>The design of access AC7 and CR4 have been amended to include a segregated route for pedestrians alongside the access. This route would separate pedestrians and construction traffic.</i>
2.18, 2.26, 2.28, 2.30, 2.33, 2.38, 2.40, 2.43, 2.46, 2.49	Yes	Yes. <i>The proposed gates will be set back from the edge of the road providing space for a HGV to wait off the highway in the event that the gates are closed.</i>	n/a
2.21	Yes	Yes. <i>The detailed design drawings to be provide at Stage 2 will include detail of all statutory undertaker plant and necessary accommodation works.</i>	n/a
2.22, 2.24, 2.27, 2.29, 2.32, 2.36, 2.39, 2.42, 2.45, 2.48	Yes	Yes. <i>The proposed gates will be set back from the edge of the road providing space for a HGV to wait off the highway in the event that the gates are closed.</i>	n/a
2.41	Yes	No	<i>It is accepted that one of the crossings is located</i>

ROAD SAFETY AUDIT – DESIGNER’S RESPONSE

Problem No.	Problem Accepted (Yes / No)	Recommended Measure Accepted (Yes / No)	Alternative Measure (describe)
			<i>'on top of' an existing informal passing place. The crossing would therefore remove this passing place. There are however passing places approximately 50m north and south of this crossing. The final design of the crossing will include surfacing/verge details showing how the passing place will be removed for the duration of construction.</i>
2.47	Yes	Yes. <i>The design of CR12 has been amended to show visibility splay drawn to the northern side of the road.</i>	n/a

Design Organisation and Overseeing Organisation statements

On behalf of the design organisation I certify that:	
The RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the Overseeing Organisation	
Name	<i>SKT</i>
Signed	<i>SKT</i>
Position	<i>Associate Director</i>
Organisation	<i>Royal HaskoningDHV</i>
Date	<i>08.11.2023</i>

Please submit this completed Designer’s Response to the Local Highway Authority, in conjunction with the associated Road Safety Audit.

Appendix T Trip Generation Calculations

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024



Appendix U1: Daily 2-Way HGV Movements per Route Section per Month

Scenario 1

Route Section	Month																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Section 1	42	62	63	86	95	106	104	86	81	71	78	80	46	42	38	63	62	72	0
Section 2	33	29	22	21	24	26	20	29	21	15	26	30	23	21	30	33	0	0	0
Section 3	50	71	81	87	84	67	64	41	57	42	52	25	72	77	42	76	75	53	0
Section 4a	33	29	28	39	6	3	3	25	22	28	10	8	6	18	34	27	30	33	0
Section 4b	42	60	59	59	61	71	36	42	34	40	58	16	48	67	72	67	34	42	0
Section 5	41	32	57	39	50	48	38	39	33	45	36	34	34	28	29	32	32	41	0
Section 6/7	50	41	41	55	47	57	73	30	36	32	36	35	16	58	91	85	74	41	0
400kV Works	0	0	0	0	0	0	0	19	42	31	30	7	36	0	0	0	0	0	0
OnSS and unlicensed works	10	10	94	96	95	97	28	116	114	133	112	114	26	12	10	10	9	12	10
Beach Access	0	10	30	2	0	0	3	2	3	1	3	3	39	0	0	0	0	0	0
Total	301	344	475	484	462	475	369	429	443	438	441	352	346	323	346	393	316	294	0

Scenario 2

Route Section	Month																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Section 1	42	32	60	58	47	53	57	57	61	43	40	39	28	42	54	60	59	69	0
Section 2	0	0	19	15	21	33	24	6	21	13	13	26	22	20	16	19	0	0	0
Section 3	39	59	29	41	45	57	64	54	50	25	38	27	35	33	33	33	65	43	0
Section 4a	0	0	19	41	33	6	3	20	22	12	12	28	26	16	19	0	0	0	0
Section 4b	42	59	28	27	54	35	32	35	41	20	38	10	35	34	34	34	34	42	0
Section 5	41	58	27	34	12	29	31	32	13	9	13	46	28	58	42	0	0	0	0
Section 6/7	41	61	60	37	32	39	36	3	31	30	38	11	16	55	38	36	81	90	0
400kV Works	0	0	0	0	0	0	0	16	15	18	18	5	15	2	0	0	0	0	0
OnSS and unlicensed works	10	10	93	93	94	94	27	113	113	130	111	111	25	9	9	9	9	12	0
Beach Access	0	10	30	2	0	0	3	2	3	1	3	3	39	0	0	0	0	0	0
Total	215	289	365	348	338	346	277	338	370	301	324	306	269	269	245	191	248	256	0

Appendix U2: Daily 2-Way Workforce Movements per Route Section per Month

Scenario 1

Route Section	Month																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Section 1	53	60	77	71	126	159	207	218	214	168	192	148	99	108	75	77	77	77	0
Section 2	53	53	51	51	42	84	86	53	86	86	115	75	51	51	51	51	0	0	0
Section 3	53	77	82	106	137	146	157	124	117	130	163	108	137	117	75	77	77	51	0
Section 4a	53	53	51	66	16	16	16	80	86	88	49	49	47	75	75	51	51	51	0
Section 4b	53	77	77	77	69	113	117	119	106	119	126	91	121	117	91	77	51	51	0
Section 5	60	53	77	66	77	93	110	124	102	124	113	110	75	51	51	16	16	16	0
Section 6/7	53	53	53	66	55	84	106	104	106	102	106	121	88	119	104	88	77	51	0
400kV Works	0	0	0	0	0	0	0	51	66	82	75	49	51	0	0	0	0	0	0
OnSS and unlicensed works	51	51	72	83	192	113	162	230	219	302	210	251	183	140	189	198	198	180	40
Beach Access	0	47	44	0	0	0	17	17	17	0	15	15	80	0	0	0	0	0	0
Total	429	524	584	586	714	808	978	1120	1119	1201	1164	1017	932	778	711	635	547	477	0

Scenario 2

Route Section	Month																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Section 1	53	53	77	66	88	95	139	139	126	121	152	126	119	119	102	77	77	77	0
Section 2	0	0	53	53	51	66	84	77	80	64	71	77	51	51	51	51	0	0	0
Section 3	53	77	51	64	77	117	128	146	141	130	115	71	51	51	51	51	77	51	0
Section 4a	0	0	53	77	66	16	16	86	88	84	75	51	51	51	51	0	0	0	0
Section 4b	53	77	51	51	69	75	99	115	135	102	106	51	51	51	51	51	51	51	0
Section 5	60	77	51	64	49	93	99	106	53	82	62	102	51	77	51	0	0	0	0
Section 6/7	53	77	77	66	55	84	36	51	84	104	117	106	88	102	51	51	77	77	0
400kV Works	0	0	0	0	0	0	0	51	42	84	75	49	51	0	0	0	0	0	0
OnSS and unlicensed works	51	51	72	72	192	102	162	219	219	291	210	240	183	129	189	198	198	180	40
Beach Access	0	47	44	0	0	0	17	17	17	0	10	15	80	0	0	0	0	0	0
Total	323	459	529	513	647	648	780	1007	985	1062	993	888	776	631	597	479	480	436	0

Appendix U3: Daily 2-Way Workforce Vehicle Movements (car/LGV) per Route Section per Month (Car occupancy of 1.5)

Scenario 1

Route Section	Month																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Section 1	35	40	51	47	84	106	138	145	143	112	128	99	66	72	50	51	51	51	0
Section 2	35	35	34	34	28	56	57	35	57	57	77	50	34	34	34	34	0	0	0
Section 3	35	51	55	71	91	97	105	83	78	87	109	72	91	78	50	51	51	34	0
Section 4a	35	35	34	44	11	11	11	53	57	59	33	33	31	50	50	34	34	34	0
Section 4b	35	51	51	51	46	75	78	79	71	79	84	61	81	78	61	51	34	34	0
Section 5	40	35	51	44	51	62	73	83	68	83	75	73	50	34	34	11	11	11	0
Section 6/7	35	35	35	44	37	56	71	69	71	68	71	81	59	79	69	59	51	34	0
400kV Works	0	0	0	0	0	0	0	34	44	55	50	33	34	0	0	0	0	0	0
OnSS and unlicensed works	34	34	48	55	128	75	108	153	146	201	140	167	122	93	126	132	132	120	27
Beach Access	0	31	29	0	0	0	11	11	11	0	7	10	53	0	0	0	0	0	0
Total	286	349	389	391	476	539	652	747	746	801	773	678	621	519	474	423	365	318	0

Scenario 2

Route Section	Month																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Section 1	35	35	51	44	59	63	93	93	84	81	101	84	79	79	68	51	51	51	0
Section 2	0	0	35	35	34	44	56	51	53	43	47	51	34	34	34	34	0	0	0
Section 3	35	51	34	43	51	78	85	97	94	87	77	47	34	34	34	34	51	34	0
Section 4a	0	0	35	51	44	11	11	57	59	56	50	34	34	34	34	0	0	0	0
Section 4b	35	51	34	34	46	50	66	77	90	68	71	34	34	34	34	34	34	34	0
Section 5	40	51	34	43	33	62	66	71	35	55	41	68	34	51	34	0	0	0	0
Section 6/7	35	51	51	44	37	56	24	34	56	69	78	71	59	68	34	34	51	51	0
400kV Works	0	0	0	0	0	0	0	34	28	56	50	33	34	0	0	0	0	0	0
OnSS and unlicensed works	34	34	48	48	128	68	108	146	146	194	140	160	122	86	126	132	132	120	27
Beach Access	0	31	29	0	0	0	11	11	11	0	7	10	53	0	0	0	0	0	0
Total	215	306	353	342	431	432	520	671	657	708	662	592	517	421	398	319	320	291	0

Appendix U7c: Workforce Vehicle Assignment (Scenario 1)

Link ID	Link	Tendring via A120 (north of A133) Workforce Vehicle Assignment									B1027 corridor south of Colchester Workforce Vehicle Assignment									Clacton Workforce Vehicle Assignment											
		Beach	Section 1	Section 2	Section 3	Section 4a	Section 4b	Section 5	Section 6/7	400kV	OnSS	Beach	Section 1	Section 2	Section 3	Section 4a	Section 4b	Section 5	Section 6/7	400kV	OnSS	Beach	Section 1	Section 2	Section 3	Section 4a	Section 4b	Section 5	Section 6/7	400kV	OnSS
1	A12 (N)																														
2	A12 (S)																														
6	A12 (N) offslip at J29 Roundabout																														
7	A12 (N) onslip at J29 Roundabout																														
8	A120 (E) offslip at J29 Roundabout																														
9	A120 (E) onslip at J29 Roundabout																														
10	A120 between J29 and A133																														
11	A120 between A133 and Harwich Road																														
12	A120 between Harwich Road and Bentley Road																														
13	A120 between Bentley Road and B1035																														
14	A120 East of B1035																														
15	A120 at Harwich																														
16	A133 between A120 and A133 Main Road	2	6	3	4	2																									
17	A133 between A133 Main Road and B1033	2	6																												
18	A133 between B1033 and B1027	2	6	3	4	2																									
19	A133 Clacton Road (Elmstead Market)																														
20	A133 Main Road	2	6	3	4	2																									
21	B1027 St John's Road (west of Clacton)																														
22	B1027 Colchester Road (St Osyth Park)																														
23	B1027 Valley Road (Clacton)	2	6																												
24	B1032 Frinton Road	2	6																												
25	B1032 Clacton Road	2	6																												
26	B1033 Colchester Road (west of B1441)				3	4																									
27	B1441 Clacton Road				3																										
28	B1414 Harwich Road				3																										
29	B1033 Frinton Road				3																										
30	B1033 Colchester Road (east of B1441)				3	4	2																								
31	B1035 Tendring Road					4	2																								
32	B1035 Thorpe Road						2	3																							
33	B1035 south of A120																														
34	B1035 Clacton Road																														
35	Bentley Road	2	6	3	4	2	3																								
18	A133 between B1033 and B1027																														
36	Bentley Road (north of construction access)																														
37	B1035 Clacton Road (north of construction access)																														
38	B1441 via Little Clacton																														
39	Progress Way																														
40	B1029 Harwich Road	2	6	3	4	2																									
41	Harwich Road																														
42	B1032 Kirby Cross																														
43	B1033 Thorpe Road																														
44	B1029 (norh of Harwich Road)																														
45	Waterhouse Lane																														

Link 36 - 25% of workforce vehicles for Route Sections 5,6,7 the OnSS and 400KV connection (sensitivity test)

Appendix U8c: Workforce Vehicle Assignment (Scenario 2)

Link ID	Link	Tendring via A120 (north of A133)								B1027 corridor south of Colchester								Clacton													
		Beach	Section 1	Section 2	Section 3	Section 4a	Section 4b	Section 5	Section 6/7	400kV	OnSS	Beach	Section 1	Section 2	Section 3	Section 4a	Section 4b	Section 5	Section 6/7	400kV	OnSS	Beach	Section 1	Section 2	Section 3	Section 4a	Section 4b	Section 5	Section 6/7	400kV	OnSS
1	A12 (N)																														
2	A12 (S)																														
6	A12 (N) offslip at J29 Roundabout																														
7	A12 (N) onslip at J29 Roundabout																														
8	A120 (E) offslip at J29 Roundabout																														
9	A120 (E) onslip at J29 Roundabout																														
10	A120 between J29 and A133																														
11	A120 between A133 and Harwich Road																														
12	A120 between Harwich Road and Bentley Road																4	2	3	2	8										
13	A120 between Bentley Road and B1035																4	2	3	2	8										
14	A120 East of B1035																														
15	A120 at Harwich																														
16	A133 between A120 and A133 Main Road	2	4	2	4	2																									
17	A133 between A133 Main Road and B1033	2	4																												
18	A133 between B1033 and B1027	2	4	2	4	2																									
19	A133 Clacton Road (Elmstead Market)																														
20	A133 Main Road	2	4	2	4	2																									
21	B1027 St John's Road (west of Clacton)																														
22	B1027 Colchester Road (St Osyth Park)																														
23	B1027 Valley Road (Clacton)	2	4																												
24	B1032 Frinton Road	2	4																												
25	B1032 Clacton Road	2	4																												
26	B1033 Colchester Road (west of B1441)			2	4																										
27	B1441 Clacton Road			2																											
28	B1414 Harwich Road			2																											
29	B1033 Frinton Road			2																											
30	B1033 Colchester Road (east of B1441)			2	4	2																									
31	B1035 Tendring Road				4	2																									
32	B1035 Thorpe Road					2	4																								
33	B1035 south of A120																														
34	B1035 Clacton Road																														
35	Bentley Road	2	4	2	4	2	4																								
36	A133 between B1033 and B1027																														
37	Bentley Road (north of construction access)							2	3	2	8																				
38	B1035 Clacton Road (north of construction access)																														
39	B1441 via Little Clacton																														
40	Progress Way																														
41	B1029 Harwich Road	2	4	2	4	2																									
42	Harwich Road							2	3	2	8																				
43	B1032 Kirby Cross																														
44	B1033 Thorpe Road																														
45	B1029 (north of Harwich Road)																														
45	Waterhouse Lane																														

Link 36 - 25% of workforce vehicles for Route Sections 5,6,7 the OnSS and 400KV connection (sensitivity test)

Appendix U10: Workforce 2-Way Trip Generation Summary (Scenario 2)

Link ID	Link	Workforce Trips (Maximum)										Workforce Trips (Average)										Total Workforce Trips		
		Beach	Section 1	Section 2	Section 3	Section 4a	Section 4b	Section 5	Section 6/7	400kV	OnSS	Beach	Section 1	Section 2	Section 3	Section 4a	Section 4b	Section 5	Section 6/7	400kV	OnSS	Maximum	Average	
1	A12 (N)	10	27	14	21	11	16	16	15	10	38	2	15	7	14	7	12	9	11	3	21	179	100	
2	A12 (S)	10	26	14	20	11	15	15	15	10	37	2	15	7	13	7	11	9	10	3	20	172	97	
6	A12 (N) offslip at J29 Roundabout	5	14	7	10	6	8	8	8	5	19		8	4	7	3	6	5	5	1	11	89	50	
7	A12 (N) onslip at J29 Roundabout	5	14	7	10	6	8	8	8	5	19		8	4	7	3	6	5	5	1	11	89	50	
8	A120 (E) offslip at J29 Roundabout	10	27	14	20	11	16	15	15	10	37	2	15	7	13	7	11	9	11	3	21	175	99	
9	A120 (E) onslip at J29 Roundabout	10	27	14	20	11	16	15	15	10	37	2	15	7	13	7	11	9	11	3	21	175	99	
10	A120 between J29 and A133	20	54	28	40	22	31	31	30	20	75	4	30	14	27	13	23	18	21	5	42	351	197	
11	A120 between A133 and Harwich Road						41	41	40	27	99					30	24	28	7	55	247	144		
12	A120 between Harwich Road and Bentley Road	10	28				62	88	96	65	241	2	16			45	53	68	17	134	591	334		
13	A120 between Bentley Road and B1035	10	28				62	79	90	61	224	2	16			45	47	63	15	125	555	314		
14	A120 East of B1035	10	28	15	21	11	16	16	16	11	39	2	16	8	14	7	12	10	11	3	22	184	104	
15	A120 at Harwich	10	28	15	21	11	16	16	16	11	39	2	16	8	14	7	12	10	11	3	22	184	104	
16	A133 between A120 and A133 Main Road	28	77	41	58	31						6	43	20	38	19						235	127	
17	A133 between A133 Main Road and B1033	42	115	52	76	41		6	11	8	28	8	64	26	50	25		3	8	2	15	378	203	
18	A133 between B1033 and B1027	42	115	15	22	12	12	11	11	8	28	8	64	8	14	7	8	7	8	2	15	275	142	
19	A133 Clacton Road (Elmstead Market)	3	9	10	14	7	11	10	10	7	25		5	5	9	5	8	6	7	2	14	107	61	
20	A133 Main Road	16	43	18	25	13		6	11	8	28	3	24	9	16	8		3	8	2	15	168	90	
21	B1027 St John's Road (west of Clacton)	11	31	7	10	5	6	6	6	4	14	2	18	3	6	3	4	3	4		8	99	53	
22	B1027 Colchester Road (St Osyth Park)	8	21									2	12									29	13	
23	B1027 Valley Road (Clacton)	54	118	5	7	4	6	6	6	4	14	11	66	3	5	2	4	3	4		8	223	107	
24	B1032 Frinton Road	57	156	5	7	4	6	6	6	4	14	11	88	3	5	2	4	3	4		8	265	129	
25	B1032 Clacton Road	64	174	10	14	7						13	98	5	9	5						268	129	
26	B1033 Colchester Road (west of B1441)			66	77	49	12	6						33	50	30	8	3				209	125	
27	B1441 Clacton Road			66	45									33	30							111	63	
28	B1414 Harwich Road			67	45									34	30							113	64	
29	B1033 Frinton Road			77	59	4	6	5	5	4	13			38	39	2	4	3	4		7	172	99	
30	B1033 Colchester Road (east of B1441)			3	50	52	12	6						2	33	32	8	3				122	78	
31	B1035 Tendring Road			15	71	70	22	16	10	7	25			8	47	43	16	9	7	2	14	235	145	
32	B1035 Thorpe Road			15	21	70	25	16	10	7	25			8	14	43	18	9	7	2	14	188	115	
33	B1035 south of A120			15	21	11	97	21	10	7	25			8	14	7	71	13	7	2	14	207	134	
34	B1035 Clacton Road							42										25				42	25	
35	Bentley Road	2	6	3	4	2	3	48	93	63	232							29	66	16	129	458	252	
18	A133 between B1033 and B1027	42	115	15	22	12	12	11	11	8	28	8	64	8	14	7	8	7	8	2	15	275	142	
23	B1027 Valley Road (Clacton)																	2	2		5	17	10	
36	Bentley Road (north of construction access)							3	3	2	8													
37	B1035 Clacton Road (north of construction access)																							
38	B1441 via Little Clacton			2	2										1							4	2	
39	Progress Way			2	2										1							4	2	
40	B1029 Harwich Road	13	6	8	11	6	18	23	28	19	70	2	3	4	7	4	13	14	20	5	39	201	111	
41	Harwch Road		28				18	26	31	21	78		16				13	16	22	5	43	203	115	
42	B1032 Kirby Cross	7	18									1	10									24	11	
43	B1033 Thorpe Road	3	36	24	13	4	6	5	5	4	13		21	12	9	2	4	3	4		7	114	64	
44	B1029 Frating Road										232										129	232	129	
45	Waterhouse Lane										232										129	232	129	

Appendix U11: Total 2-Way Trip Generation with Core Access Route Reduction Factor (Scenario 1)

Link ID	Link
1	A12 (N)
2	A12 (S)
6	A12 (N) offslip at J29 Roundabout
7	A12 (N) onslip at J29 Roundabout
8	A120 (E) offslip at J29 Roundabout
9	A120 (E) onslip at J29 Roundabout
10	A120 between J29 and A133
11	A120 between A133 and Harwich Road
12	A120 between Harwich Road and Bentley Road
13	A120 between Bentley Road and B1035
14	A120 East of B1035
15	A120 at Harwich
16	A133 between A120 and A133 Main Road
17	A133 between A133 Main Road and B1033
18	A133 between B1033 and B1027
19	A133 Clacton Road (Elmstead Market)
20	A133 Main Road
21	B1027 St John's Road (west of Clacton)
22	B1027 Colchester Road (St Osyth Park)
23	B1027 Valley Road (Clacton)
24	B1032 Frinton Road
25	B1032 Clacton Road
26	B1033 Colchester Road (west of B1441)
27	B1441 Clacton Road
28	B1414 Harwich Road
29	B1033 Frinton Road
30	B1033 Colchester Road (east of B1441)
31	B1035 Tendring Road
32	B1035 Thorpe Road
33	B1035 south of A120
34	B1035 Clacton Road
35	Bentley Road
18	A133 between B1033 and B1027
23	B1027 Valley Road (Clacton)
36	Bentley Road (north of construction access)
37	B1035 Clacton Road (north of construction access)
38	B1441 via Little Clacton
39	Progress Way
40	B1029 Harwich Road
41	Harwich Road
42	B1032 Kirby Cross
43	B1033 Thorpe Road
44	B1029 Frating Road
45	Waterhouse Lane

Daily					
Total Trips		Total HGV Trips		Total Workforce Trips	
Maximum	Average	Maximum	Average	Maximum	Average
393	296	242	195	151	100
388	292	242	195	146	97
197	148	121	98	76	50
197	148	121	98	76	50
233	170	85	71	149	99
233	170	85	71	149	99
975	769	678	572	297	197
693	534	484	390	209	144
984	725	484	390	500	334
953	704	484	390	469	314
640	494	484	390	156	104
640	494	484	390	156	104
393	308	194	182	199	127
514	384	194	182	320	203
339	324	106	182	233	142
90	61			90	61
142	90			142	90
99	53			99	53
29	13			29	13
329	183	106	76	223	107
371	205	106	76	265	129
374	205	106	76	268	129
368	231	159	106	209	125
188	116	77	53	111	63
189	117	77	53	113	64
249	152	77	53	172	99
204	130	83	52	122	78
317	197	83	52	235	145
227	136	39	21	188	115
279	184	72	50	207	134
71	45	29	19	42	25
603	391	216	139	387	252
339	324	265	182	275	142
17	10			17	10
4	2			4	2
4	2			4	2
201	111			201	111
203	115			203	115
24	11			24	11
114	64			114	64
232	129			232	129
232	129			232	129

Morning or Evening Peak Hours							
Peak Hour Total Trips		Hourly HGV Trips		Peak Hour Workforce Trips		Vehicles per Approach	
Maximum	Average	Maximum	Average	Maximum	Average	Maximum	Average
35	26	20	16	15	10	25	18
35	26	20	16	15	10	25	18
18	13	10	8	8	5	13	9
18	13	10	8	8	5	13	9
22	16	7	6	15	10	18	13
22	16	7	6	15	10	18	13
86	67	57	48	30	20	58	44
61	47	40	33	21	14	41	31
90	66	40	33	50	33	70	50
87	64	40	33	47	31	67	48
56	43	40	33	16	10	36	27
56	43	40	33	16	10	36	27
36	28	16	15	20	13	28	20
48	35	16	15	32	20	40	28
32	29	9	15	23	14	28	22
9	6			9	6	9	6
14	9			14	9	14	9
10	5			10	5	10	5
3	1			3	1	3	1
31	17	9	6	22	11	27	14
35	19	9	6	26	13	31	16
36	19	9	6	27	13	31	16
34	21	13	9	21	13	27	17
17	11	6	4	11	6	14	9
18	11	6	4	11	6	14	9
24	14	6	4	17	10	20	12
19	12	7	4	12	8	16	10
30	19	7	4	23	15	27	17
22	13	3	2	19	11	20	12
27	18	6	4	21	13	24	15
7	4	2	2	4	3	5	3
57	37	18	12	39	25	48	31
32	29	9	15	23	14	28	22
2				2		2	
20	11			20	11	20	11
20	12			20	12	20	12
2	1			2	1	2	1
11	6			11	6	11	6
23	13			23	13	23	13
23	13			23	13	23	13

Appendix U12: Total 2-Way Trip Generation with Core Access Route Reduction Factor (Scenario 2)

Link ID	Link	Daily 2-Way						Morning or Evening Peak Hours							
		Total Trips		Total HGV Trips		Total Workforce Trips		Peak Hour Total Trips		Hourly HGV Trips		Peak Hour Workforce Trips		Vehicles per Approach	
		Maximum	Average	Maximum	Average	Maximum	Average	Maximum	Average	Maximum	Average	Maximum	Average	Maximum	Average
1	A12 (N)	369	296	217	195	151	100	33	26	18	16	15	10	24	18
2	A12 (S)	363	292	217	195	146	97	33	26	18	16	15	10	24	18
6	A12 (N) offslip at J29 Roundabout	184	148	109	98	76	50	17	13	9	8	8	5	12	9
7	A12 (N) onslip at J29 Roundabout	184	148	109	98	76	50	17	13	9	8	8	5	12	9
8	A120 (E) offslip at J29 Roundabout	221	170	73	71	149	99	21	16	6	6	15	10	18	13
9	A120 (E) onslip at J29 Roundabout	221	170	73	71	149	99	21	16	6	6	15	10	18	13
10	A120 between J29 and A133	877	769	580	572	297	197	78	67	48	48	30	20	54	44
11	A120 between A133 and Harwich Road	644	534	435	390	209	144	57	47	36	33	21	14	39	31
12	A120 between Harwich Road and Bentley Road	935	725	435	390	500	334	86	66	36	33	50	33	68	50
13	A120 between Bentley Road and B1035	904	704	435	390	469	314	83	64	36	33	47	31	65	48
14	A120 East of B1035	591	494	435	390	156	104	52	43	36	33	16	10	34	27
15	A120 at Harwich	591	494	435	390	156	104	52	43	36	33	16	10	34	27
16	A133 between A120 and A133 Main Road	344	308	145	182	199	127	32	28	12	15	20	13	26	20
17	A133 between A133 Main Road and B1033	465	384	145	182	320	203	44	35	12	15	32	20	38	28
18	A133 between B1033 and B1027	272	324	39	182	233	142	27	29	3	15	23	14	25	22
19	A133 Clacton Road (Elmstead Market)	90	61			90	61	9	6			9	6	9	6
20	A133 Main Road	142	90			142	90	14	9			14	9	14	9
21	B1027 St John's Road (west of Clacton)	99	53			99	53	10	5			10	5	10	5
22	B1027 Colchester Road (St Osyth Park)	29	13			29	13	3	1			3	1	3	1
23	B1027 Valley Road (Clacton)	262	183	39	76	223	107	26	17	3	6	22	11	24	14
24	B1032 Frinton Road	304	205	39	76	265	129	30	19	3	6	26	13	28	16
25	B1032 Clacton Road	307	205	39	76	268	129	30	19	3	6	27	13	28	16
26	B1033 Colchester Road (west of B1441)	368	231	159	106	209	125	34	21	13	9	21	13	27	17
27	B1441 Clacton Road	188	116	77	53	111	63	17	11	6	4	11	6	14	9
28	B1414 Harwich Road	189	117	77	53	113	64	18	11	6	4	11	6	14	9
29	B1033 Frinton Road	249	152	77	53	172	99	24	14	6	4	17	10	20	12
30	B1033 Colchester Road (east of B1441)	204	130	83	52	122	78	19	12	7	4	12	8	16	10
31	B1035 Tendring Road	317	197	83	52	235	145	30	19	7	4	23	15	27	17
32	B1035 Thorpe Road	227	136	39	21	188	115	22	13	3	2	19	11	20	12
33	B1035 south of A120	279	184	72	50	207	134	27	18	6	4	21	13	24	15
34	B1035 Clacton Road	71	45	29	19	42	25	7	4	2	2	4	3	5	3
35	Bentley Road	603	391	216	139	387	252	57	37	18	12	39	25	48	31
18	A133 between B1033 and B1027	272	324	198	182	275	142	27	29	3	15	23	14	25	22
23	B1027 Valley Road (Clacton)														
36	Bentley Road (north of construction access)	17	10			17	10	2				2		2	
37	B1035 Clacton Road (north of construction access)														
38	B1441 via Little Clacton	4	2			4	2								
39	Progress Way	4	2			4	2								
40	B1029 Harwich Road	201	111			201	111	20	11			20	11	20	11
41	Harwich Road	203	115			203	115	20	12			20	12	20	12
42	B1032 Kirby Cross	24	11			24	11	2	1			2	1	2	1
43	B1033 Thorpe Road	114	64			114	64	11	6			11	6	11	6
44	B1029 Frating Road	232	129			232	129	23	13			23	13	23	13
45	Waterhouse Lane	232	129			232	129	23	13			23	13	23	13

Appendix U Workforce Distribution Calculations

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024



Appendix V: Workforce Trip Distribution Calculations

MSOA	Description	MSOA 003	MSOA 005	MSOA 007	Assignment	
Tendring 001	Harwich	2.6%	0.6%	1.9%	1.7%	average of MSOAs
Tendring 002	Harwich	5.0%	1.3%	2.0%	2.8%	average of MSOAs
Tendring 003	Manningtree (north and south of A120 to the east of A133)	23.9%	6.6%	3.0%	11.2%	average of MSOAs
Tendring 004	West of Harwich	5.9%	1.8%	3.7%	3.8%	average of MSOAs
Tendring 005	North and south of the A120, west of the A133	2.6%	8.3%	1.4%	4.1%	average of MSOAs
Tendring 006	Walton on the Naze and Frinton	1.0%	1.1%	5.5%	2.5%	average of MSOAs
Tendring 007	Thorpe-le Soken and areas to the east of the A133	3.0%	1.7%	12.8%	5.8%	average of MSOAs
Tendring 008	Kirby Cross / Great Holland	2.8%	1.0%	8.5%	4.1%	average of MSOAs
Tendring 009	Arlsford / B1027 corridor	2.2%	5.9%	3.2%	3.7%	average of MSOAs
Tendring 010	North east Clacton	1.0%	1.1%	4.5%	2.2%	average of MSOAs
Tendring 011	Point Clear, St Osyth	1.9%	3.5%	2.9%	2.8%	average of MSOAs
Tendring 012	Holland on Sea	0.8%	0.4%	3.1%	1.4%	average of MSOAs
Tendring 013	North west Clacton	1.2%	1.5%	5.1%	2.6%	average of MSOAs
Tendring 014	Central Clacton	1.2%	1.1%	5.3%	2.5%	average of MSOAs
Tendring 015	Central Clacton	1.5%	1.1%	3.8%	2.2%	average of MSOAs
Tendring 016	Central Clacton	0.5%	0.7%	2.5%	1.2%	average of MSOAs
Tendring 017	Central Clacton	0.8%	1.0%	3.3%	1.7%	average of MSOAs
Tendring 018	St Osyth	0.9%	0.7%	3.7%	1.8%	average of MSOAs
Colchester 001	North Colchester (A12/A120 for all journeys)	0.1%	2.1%	0.5%	2.1%	max of MSOAs
Colchester 002	North Colchester (A12/A120 for all journeys)	0.0%	2.5%	1.2%	2.5%	max of MSOAs
Colchester 003	North Colchester (A12/A120 for all journeys)	0.0%	1.1%	0.5%	1.1%	max of MSOAs
Colchester 004	North Colchester (A12/A120 for all journeys)	0.0%	1.9%	1.3%	1.9%	max of MSOAs
Colchester 007	Central Colchester (A133 Clacton Road for all journeys)	0.1%	1.5%	0.6%	1.5%	max of MSOAs
Colchester 008	Central Colchester (A133 Clacton Road for all journeys)	0.0%	3.1%	0.7%	3.1%	max of MSOAs
Colchester 009	Central Colchester (A133 Clacton Road for all journeys)	0.0%	0.7%	0.6%	0.7%	max of MSOAs
Colchester 010	Central Colchester (A133 Clacton Road for all journeys)	0.0%	0.8%	0.5%	0.8%	max of MSOAs
Colchester 011	Central Colchester (A133 Clacton Road for all journeys)	0.0%	2.4%	0.8%	2.4%	max of MSOAs
Colchester 012	West Colchester (A12/A120 for all journeys)	0.0%	1.1%	0.5%	1.1%	max of MSOAs
Colchester 013	Central Colchester (A133 Clacton Road for all journeys)	0.0%	1.5%	0.7%	1.5%	max of MSOAs
Colchester 014	Central Colchester (A133 Clacton Road for all journeys)	0.0%	1.8%	0.5%	1.8%	max of MSOAs
Colchester 015		0.0%	1.1%	0.5%	1.1%	max of MSOAs
Colchester 016		0.0%	2.2%	1.0%	2.2%	max of MSOAs
Colchester 017	South Colchester (B1027 for Beach and Section 1, A133 Clacton Road	0.0%	3.7%	0.7%	3.7%	max of MSOAs
Colchester 018	to A133 for Sections 2 - 4a and A133 Clacton Road to Harwich Road	0.0%	2.7%	0.5%	2.7%	max of MSOAs
Colchester 019	and A120 for Sections 4b - 7)	0.0%	1.1%	0.2%	1.1%	max of MSOAs
Colchester 020		0.0%	0.3%	0.1%	0.3%	max of MSOAs
Colchester 021		0.0%	1.5%	0.5%	1.5%	max of MSOAs
Babergh	A12 North	10.8%	5.9%	1.4%	6.0%	average of MSOAs
Ipswich	A12 North	4.4%	2.4%	1.5%	4.4%	Max of MSOAs
Braintree	A12 South	1.8%	4.5%	1.0%	2.4%	average of MSOAs
Mid Suffolk	A12 North	1.1%	1.2%	0.6%	1.0%	average of MSOAs
Chelmsford	A12 South	0.8%	1.1%	0.5%	0.8%	average of MSOAs
Suffolk Coastal	A12 North	2.0%	1.3%	0.9%	1.4%	average of MSOAs
Other (all A12/A120)	A12 South or A12 North	20.2%	10.9%	5.8%	12.3%	average of MSOAs

119.7%

Area	Distribution
Wider A12 South	9.4%
Wider A12 North	18.9%
Wider A120 (west of A133)	28.3%
Colchester	24.5%
Colchester vis A12/A120	8.8%
A120 East of A133 / Manningtree	19.5%
Tendring	4.1%
B1027 corridor south of Colchester	8.3%
Clacton	13.8%
Frinton / Walton on the Naze	6.6%
Thrope-Le-Soken and surrounding areas	5.8%
Total	119.7%

Appendix V

Bentley Road, Ardleigh Road and New Link Road Construction Methodologies and Parameters



Contractor Coversheet

Project Name:	FE_NF_Mott Macdonald Co-Located Substation Studies	Package No:	PROJECTCODE 12 - Electrical Systems
----------------------	--	--------------------	-------------------------------------

Document Title:	Co-located AIS Substations Early Design - Bentley Road, Ardleigh Road and New Link Road Construction Methodologies and Parameters Technical Note		
Classification:	Confidential		

Contractor Doc. No:	104560-MMD-00-XX-TN-CE-1051	Contractor Revision:	06
Date:	13/11/2023	Pages:	37

Employer Doc. No:	004885045-06	Employer Revision:	NA
Document Status:	Preliminary		
Reason for Issue	Review		

A large teal graphic on the left side of the page, consisting of a triangle at the top and a trapezoid below it, forming a shape that resembles a stylized 'M' or a mountain peak.

Co-Located Substation Early Design

Bentley Road, Ardleigh Road and New Link Road
Construction Methodologies and Parameters

November 2023

Confidential

This page left intentionally blank for pagination.

Mott MacDonald
Victory House
Trafalgar Place
Brighton BN1 4FY
United Kingdom

T +44 (0)1273 365000
mottmac.com

Co-Located Substation Early Design

Bentley Road, Ardleigh Road and New Link Road
Construction Methodologies and Parameters

November 2023

Confidential

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
Rev01	18/09/23	O. Jeffcock/ M.Stedman	J. Weeks	A. F. Crespo	First Issue
Rev02	27/09/23	O. Jeffcock/ M. Stedman	J. Weeks	A. F. Crespo	Cycle track added
Rev03	20/10/23	O. Jeffcock	J. Weeks	A. F. Crespo	Option 3 added
Rev04	01/11/23	O. Jeffcock	J. Weeks	A. F. Crespo	Option 3 revised
Rev05	07/11/23	O. Jeffcock	J. Weeks	A. F. Crespo	Table 3.3 and 3.8 updated
Rev06	09/11/23	O. Jeffcock	J. Weeks	A. F. Crespo	Table 3.3 updated

Document reference: 104560-MMD-00-XX-TN-CE-1051 | 004885045-06 |

Information class: **Secure**

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
1.1	Site location	1
2	Construction methodologies	4
2.1	Construction Methodologies	4
2.2	Construction Programme	5
2.2.1	Assumptions	5
2.2.2	Option 1 and 3 Construction Programme	6
2.2.3	Option 2 Construction programme	7
2.3	Employment Levels	8
2.3.1	Option 1 employment levels	8
2.3.2	Option 2 and 3 employment levels	10
2.4	HGV Movements	12
2.4.1	Option 1 HGV movements	12
2.4.2	Option 2 HGV Movements	14
2.4.3	Option 3 HGV Movements	16
2.5	Working hours requirements	17
3	Construction parameters	18
3.1	Road make-up	18
3.2	Imported equipment and materials	19
3.3	Noise Levels during Construction	25
3.4	Site Waste	25
3.4.1	Waste quantities	26
4	Operational parameters	29
4.1	Site setting	29

Tables

Table 2.1: Construction Activities	4
Table 2.2: Construction activities	5
Table 2.3: Option 1 Employment levels	8
Table 2.4: Option 2 and Option 3 Employment Levels	10
Table 2.5: HGV movements For Option 1	12
Table 2.6: HGV movements For Option 2	14
Table 2.7 HGV Movements for Option 3	16
Table 3.1: Imported materials – Bentley Road – Option 1	19

Table 3.2: Imported material Bentley Road - Option 2	21
Table 3.3: Imported material Bentley Road - Option 3	22
Table 3.4: Imported materials – Ardleigh & New Haul Road - Option 1, 2 and 3	23
Table 3.5: Construction plant used for noise assessment	25
Table 3.6: Predicted waste arisings and management options – Bentley Road option 1	26
Table 3.7: Predicted waste arisings and management options – Bentley Road option 2	26
Table 3.8: Predicted waste arisings and management options – Bentley Road option 3	27
Table 3.9: Predicted waste arisings and management options – Ardleigh & New Haul Road Option 1, Option 2 and Option 3	28

Figures

Figure 1.1: Site location	1
Figure 1.2: Site layout plan	3
Figure 2.1: Programme for Option 1 and Option 3	6
Figure 2.2: Programme for Option 2	7
Figure 2.3: Employment levels per activity Option 1	9
Figure 2.4: Employment levels per month Option 1	9
Figure 2.5: Employment levels per activity Option 2 and Option 3	11
Figure 2.6: Employment levels per month Option 2 and Option 3	11
Figure 2.7: HGV two way movements per month Option 1	13
Figure 2.8: HGV two way movements per Month Option 2	15
Figure 2.9: HGV two way movements per Month Option 3	17
Figure 3.1: Road make-up section	18
Figure 3.2: Tie in details for road widening – Option 1 and Option 3	18

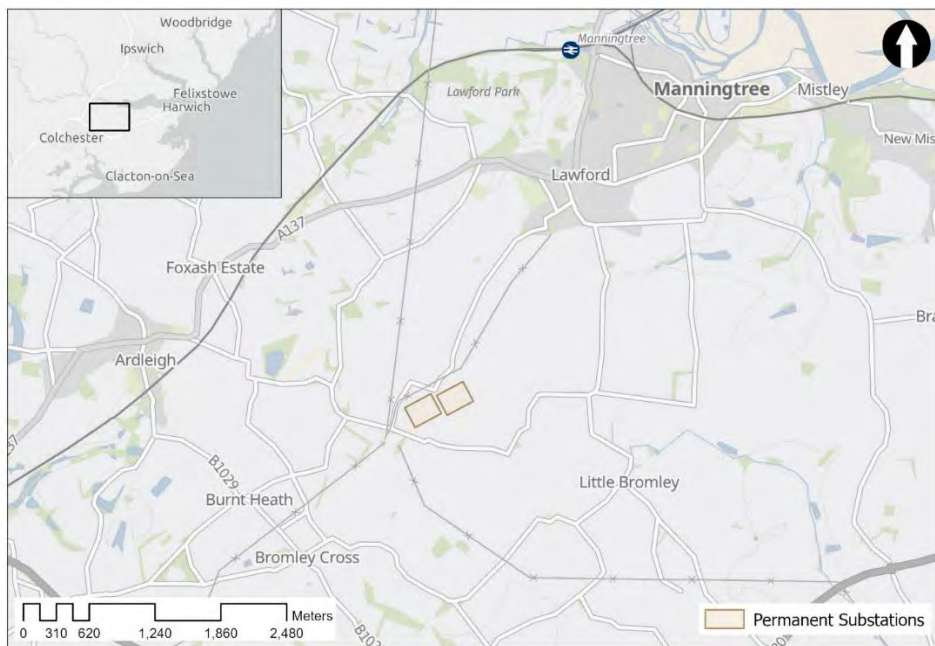
1 Introduction

RWE Renewables have procured Mott MacDonald to review the potential for a Co-Located substation site to accommodate the onshore substations for the Five Estuaries and North Falls Windfarms. This document presents an overview of the relevant impact metrics during the road improvements works and road construction required to facilitate the construction of the two substations.

1.1 Site location

The proposed substation site is located near Little Bromley, a village within the Tendring District of Essex. The centre of the proposed development is at approximate grid reference TM 08105 28880, nearest postcode is CO11 2ND and Colchester city is located approximately 5km southwest. The location of the site boundary is indicated in Figure 1.1. The site is constrained by Grange Road along its west and north border and Ardleigh Road along the south border. The eastern border is a field boundary.

Figure 1.1: Site location



Source: Contains OS Data © Crown Copyright and database right 2022

To facilitate the construction of the two substations, it is proposed that road improvements are made to Ardleigh Road and Bentley Road and two new haul roads are constructed linking the two roads. The first haul road follows the cable corridor from Bentley Road to the substation site. This will be referred to as the cable corridor haul road. The second haul road will be used for Abnormal Invisible Loads (AILs) so will be referred to as the AIL haul road.

It is assumed that the transformers and cable drums will be delivered to Harwich International Port approximately 16.5km northeast of the site. The transformer movements are seen as the worst case in terms of geometry requirements and have been modelled using a AL50 Girder 24 axial transporter. The vehicles will travel south from the port on the A120 before heading

northwest on Bentley Road. The vehicles will then make a lefthand turn and head west on the new AIL haul road which connects to Ardleigh road and leads to the substation site. The majority of other construction traffic will reach the A120 – Bentley Road junction from the south. After travelling north on Bentley Road, the construction traffic will make a left hand turn onto the cable corridor haul road to the substation site. The construction metrics associated with the cable corridor haul road will not be included in this technical note. The road will be included in the programme as it must be constructed before the Ardleigh Road improvements and the AIL haul road can be constructed.

When leaving the site, construction traffic will follow the same route back to the A120 – Bentley Road junction. There will be no right turn for vehicles at the junction. Therefore, all construction traffic will make a left turn and travel north on the A120, using the first roundabout to turn around if required.

This technical note presents the construction parameters for three options for the road improvements. Option 1 is the standard widening of Ardleigh Road and Bentley Road, and the installation of the new haul road. Option 2 and 3 include all tasks in option 1 with the addition of a cycle track along Bentley Road up to the cable haul road section.

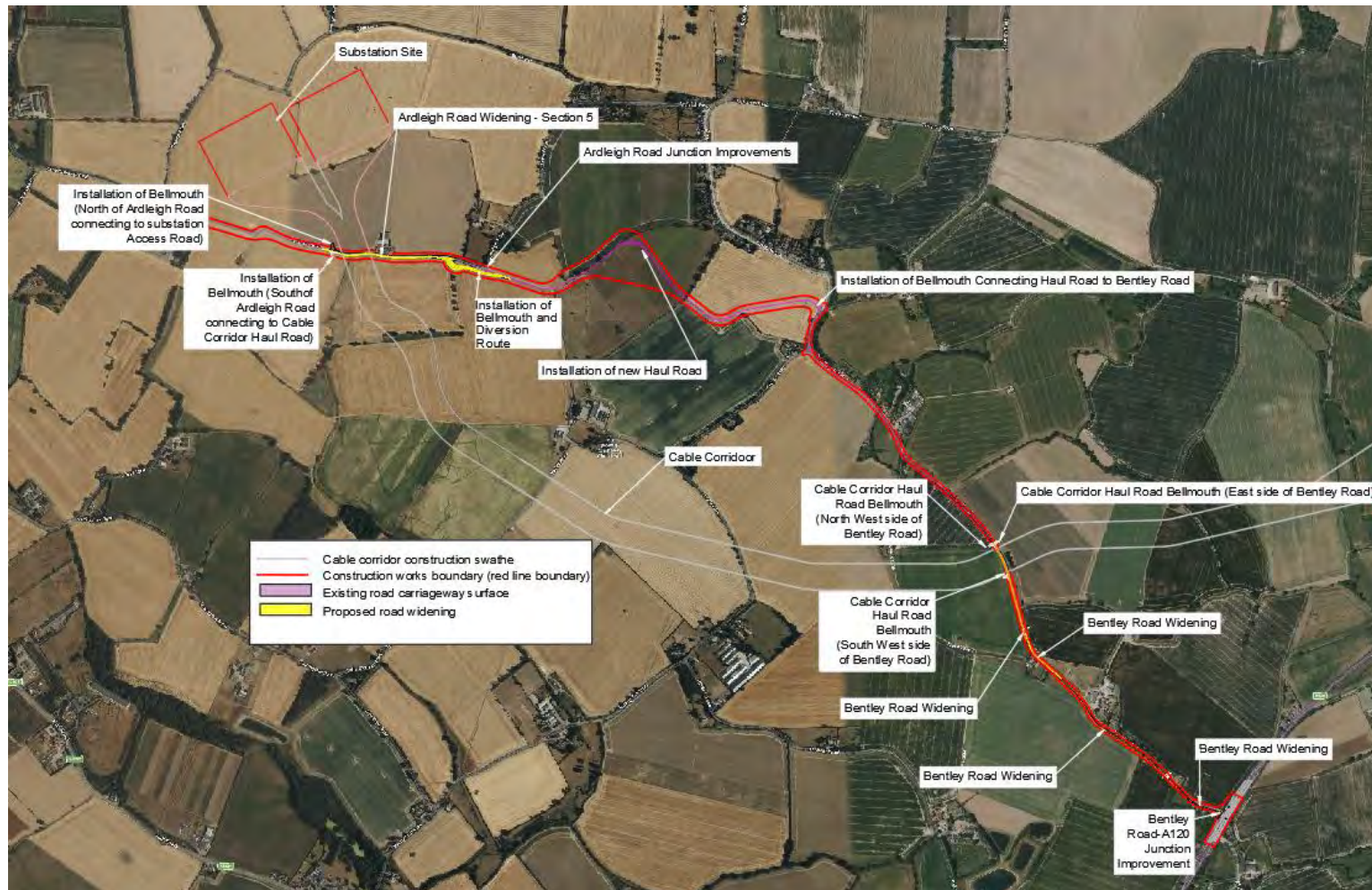
For option 1 and 2, the works on Bentley Road include widening of the A120 – Bentley Road bellmouth, 4 sections of widening to Bentley Road, diversions of OHLs, the relocation of utility poles and the removal or cutting back of hedgerows and trees. Refer to drawing 004781329 for the A120 – Bentley Road junction improvements. Refer to drawings 004786178, 004786179, 004786180, 004786181 and 004786182 for the Bentley Road improvements.

For option 3, the works include the widening of the A120 – Bentley Road bellmouth with 3 sections of widening to Bentley Road. The widening works are similar to option 1 but the widened road width is 6.5m with a separate cycle track as per drawing 107850-MMD-04-XX-DWG-D-1896.

The new AIL haul road is approximately 1.1km long and spans between Bentley Road and Ardleigh Road. The works to facilitate the construction on the road include the construction of a new bellmouth connecting the new road to Bentley Road, the construction of swales, a culvert for the road crossing and swale crossings. Refer to drawing 004786173 for details of the new haul road.

The works on Ardleigh Road include widening of the existing road, improvements to the Ardleigh Road Junction, a road diversion to the south of Ardleigh Road, construction of swales, swale crossings, the demolition of existing culvert, construction of new culvert, removal of trees and the cycle track. Refer to drawings 004786174, 004786175, 004786176, 004786177 00480102 and 004921122 for details.

Figure 1.2: Site layout plan



Source: Contains OS Data © Crown Copyright and database right 2022

2 Construction methodologies

2.1 Construction Methodologies

An overview of the construction works is outlined in Table 2.1. The table shows the programme for all the works at both Ardleigh Road, Bentley Road and the new haul road.

Table 2.1: Construction Activities

Step	Construction Activity
	<u>Cable haul road access work assumed undertaken by others</u>
1	Bentley Road - Cable Corridor Haul Road Bellmouth East side of Bentley Road)
2	Bentley Road - Cable Corridor Haul Road Bellmouth (Northern Bellmouth, West side of Bentley Road)
	<u>A120 - Bentley Road Bellmouth improvements</u>
3	Relocation of UKPN Electricity Post
4	A120 – Bentley Road Junction Improvements
	<u>Bentley Road Improvements</u>
5	Bentley Road Widening - Section 1
6	Bentley Road Widening - Section 2
7	Bentley Road Widening - Section 3
8	Bentley Road Widening - Section 4
9	Bentley Road - Cable Corridor Haul Road Bellmouth (Southern Bellmouth, West side of Bentley Road)
10	Installation of Bellmouth (South of Ardleigh Road connecting to new Haul Road)
11	Installation of Bellmouth (North of Ardleigh Road connecting to substation Access Road)
	<u>Ardleigh Road Improvements</u>
12	Ardleigh Road Widening - Section 5 (Between Bellmouth and Ardleigh Road Diversion)
13	Installation of Bellmouth and Diversion Route
14	Ardleigh Road Junction Improvements
	<u>New Haul Road</u>
15	Installation of new AIL Haul Road
16	Installation of Bellmouth (Connection for Haul Road to Bentley Road)
17	Vegetation clearance, Utility diversions Between Cable route Hall Road bellmouths and AIL Haul Road

Within Option 2 and 3 the cycle track works are completed within the Bentley Road Widening works, either as part of the road widening (Option 2) or as a separate concurrent activity (Option 3).

Table 2.2 shows the construction activities that will be implemented for each of the road widening sections and the new haul road.

Table 2.2: Construction activities

Step	Construction Activity
1	Installation of Traffic Management
2	Utility Diversions
3	Vegetation clearance
4	Topsoil Strip
5	Realignment/Creation of Drainage features
6	Excavate to Formation
7	Installation of subbase/ Capping
8	Installation of Pavement Material
9	White Lining
10	Removal of Traffic Management

2.2 Construction Programme

2.2.1 Assumptions

The below assumptions have been used for the development of the programme and estimation of the overall programme duration:

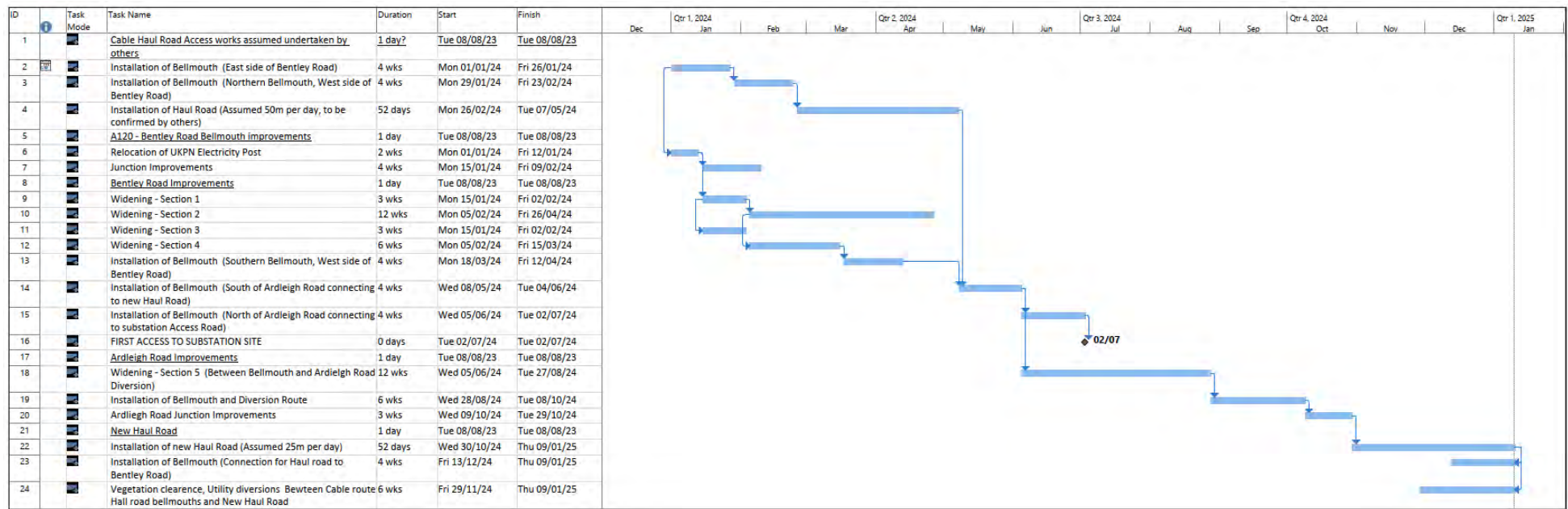
- Access for the construction of the cable construction haul road between Bentley Road and Ardleigh Road and the associated bellmouths off Bentley Road, would be from the east, utilising the continuing cable construction haul road. This enables the haul road to be constructed whilst the Bentley Road improvements are made. The activities have arbitrarily been shown to occur at the same time however the cable works designer will need to confirm their programme for these works.
- Widening of sections 1 and 3 and subsequently sections 2 and 4 of Bentley Road will occur simultaneously these works would require a significant length of traffic management which will need to be agreed with the Local Highways Authority.
- Under Option 3 it has been assumed that the cycle track can be constructed with additional resource within the same time frame as Option 1, due to the separation between the carriageway and the cycle track.

2.2.2 Option 1 and 3 Construction Programme

Figure 2.1 presents construction overview of key activities and durations (working days) for option 1 and 3.

Note the dates are only for reference and only durations are relevant.

Figure 2.1: Programme for Option 1 and Option 3



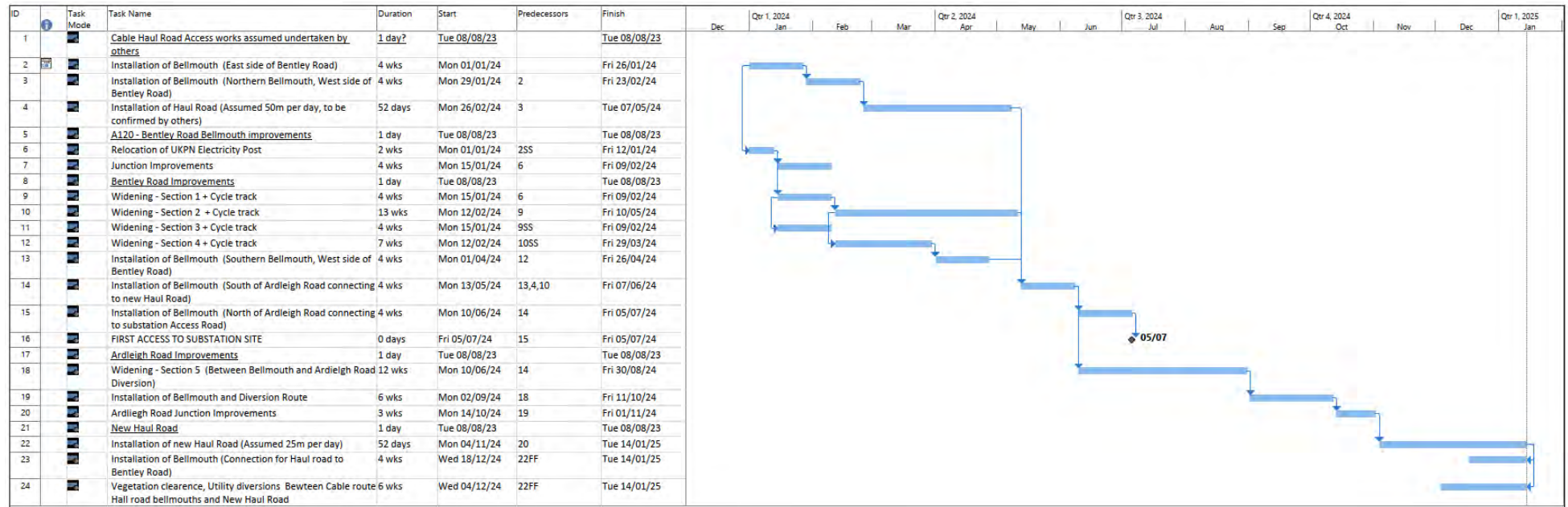
Source: MML.

2.2.3 Option 2 Construction programme

Figure 2.2 presents construction overview of key activities and durations (working days) for option 2.

Note the dates are only for reference and only durations are relevant.

Figure 2.2: Programme for Option 2



Source: MML.

2.3 Employment Levels

2.3.1 Option 1 employment levels

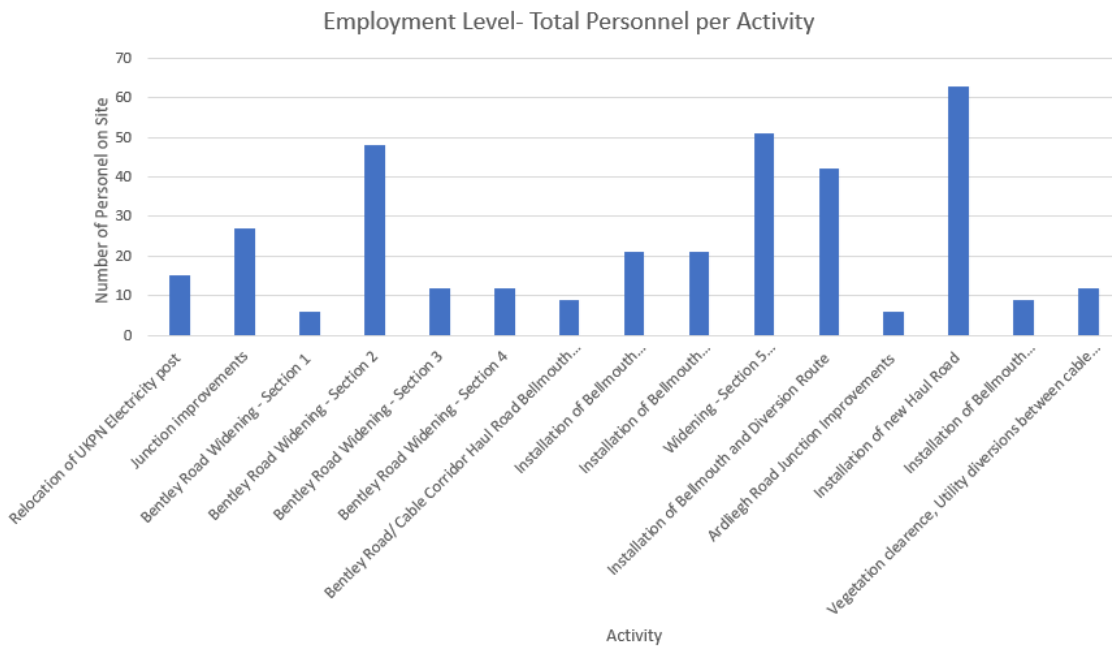
Table 2.3 shows the number of personnel on site for each activity throughout the access construction for option 1, note that administrative, supervisory and management staff have been added to one activity only within each month to avoid duplication.

Table 2.3: Option 1 Employment levels

Phase	Activity	Months													Total		
		1	2	3	4	5	6	7	8	9	10	11	12	13			
<u>Relocation of UKPN Electricity post</u>	Relocation of UKPN Electricity post	15															15
<u>A120 - Bentley Road Bellmouth improvements</u>	Junction improvements	6	21														27
<u>Bentley Road Improvements</u>	Bentley Road Widening - Section 1	6															6
	Bentley Road Widening - Section 2		6	21	21												48
	Bentley Road Widening - Section 3	6	6														12
	Bentley Road Widening - Section 4		6	6													12
	Bentley Road/ Cable Corridor Haul Road Bellmouth (Southern Bellmouth, West side of Bentley Road)				9												9
	Installation of Bellmouth (South of Arleigh Road connecting to new Haul Road)					21											21
	Installation of Bellmouth (North of Arleigh Road connecting to substation Access Road)						21										21
<u>Ardleigh Road Improvements</u>	Widening - Section 5 (Between Bellmouth and Arleigh Road Diversion)						9	21	21								51
	Installation of Bellmouth and Diversion Route									21	21						42
	Ardleigh Road Junction Improvements										6						6
<u>New Haul Road</u>	Installation of new Haul Road											21	21	21			63
	Installation of Bellmouth (Connection for Haul road to Bentley Road)														9		9
<u>Vegetation clearance, Utility diversions between cable route hall road bellmouths and new haul road</u>	Vegetation clearance, Utility diversions between cable route hall road bellmouths and new haul road													6	6		12
	Total average persons on site	33	39	27	30	21	30	21	21	21	27	21	21	30			
	Total labour days per month (Assuming 24 working days per Month)	792	936	648	720	504	720	504	504	504	648	504	504	720			

Figure 2.3 presents an estimated overview of the employment levels expected during each phase of the access construction.

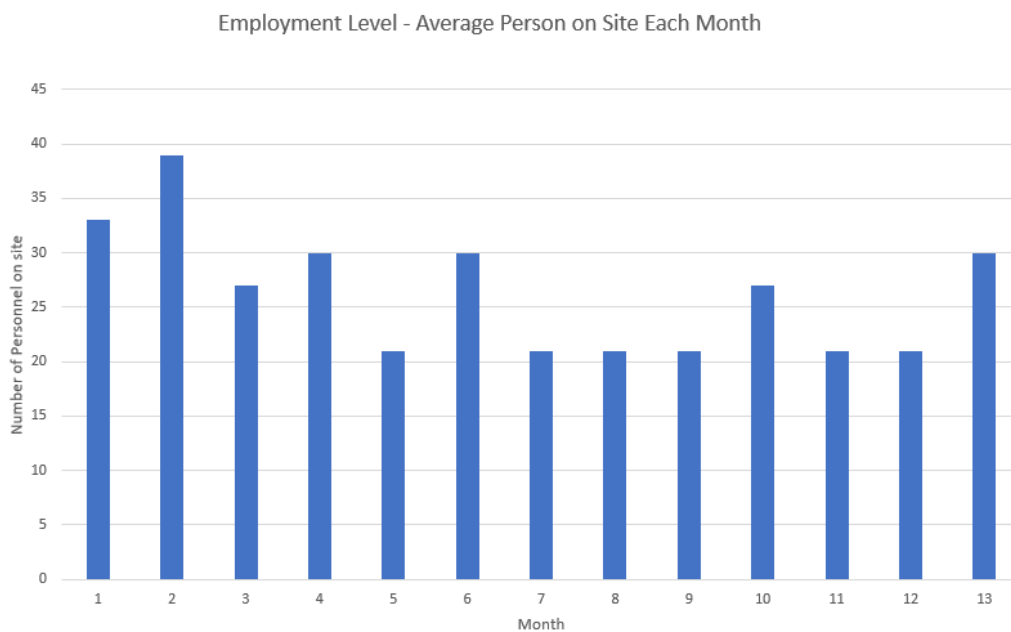
Figure 2.3: Employment levels per activity Option 1



Source: MML

Figure 2.4 presents an estimated overview of the employment levels each month through the duration of the access construction.

Figure 2.4: Employment levels per month Option 1



Source: MML

2.3.2 Option 2 and 3 employment levels

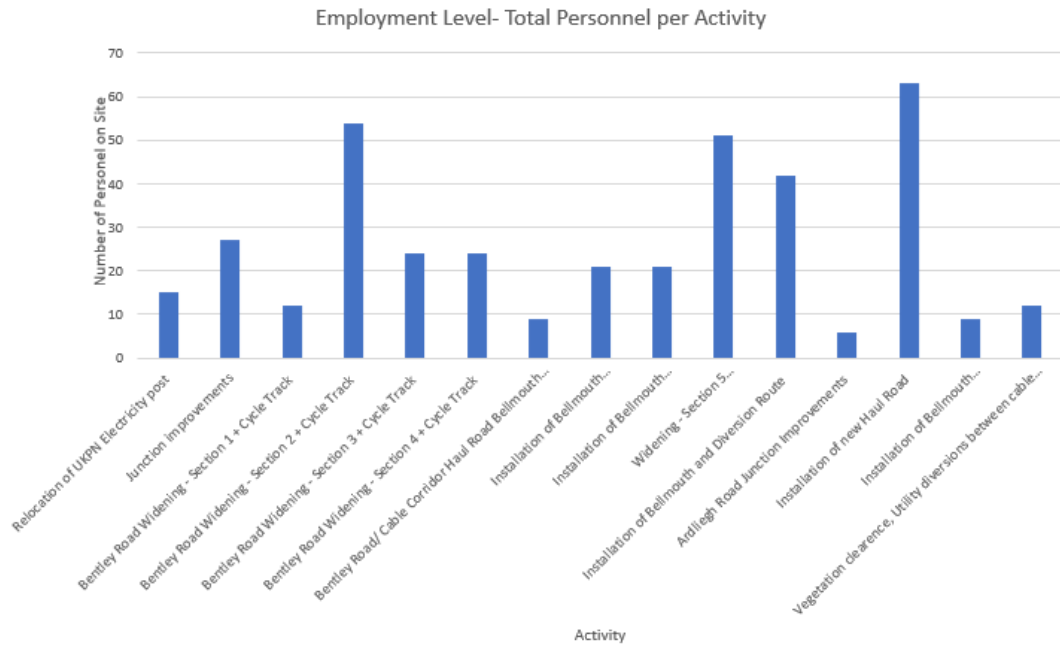
Table 2.4 shows the number of personnel on site for each activity throughout the access construction for option 2 and 3, note that administrative, supervisory and management staff have been added to one activity only within each month to avoid duplication.

Table 2.4: Option 2 and Option 3 Employment Levels

Phase	Activity	Months													Total		
		1	2	3	4	5	6	7	8	9	10	11	12	13			
<u>Relocation of UKPN Electricity post</u>	Relocation of UKPN Electricity post	15															15
<u>A120 - Bentley Road Bellmouth improvements</u>	Junction improvements	6	21														21
<u>Bentley Road Improvements</u>	Bentley Road Widening - Section 1 + Cycle Track	12															12
	Bentley Road Widening - Section 2 + Cycle Track		12	21	21												54
	Bentley Road Widening - Section 3 + Cycle Track	12	12														24
	Bentley Road Widening - Section 4 + Cycle Track		12	12													24
	Bentley Road/ Cable Corridor Haul Road Bellmouth (Southern Bellmouth, West side of Bentley Road)				9												9
	Installation of Bellmouth (South of Arleigh Road connecting to new Haul Road)					21											21
	Installation of Bellmouth (North of Arleigh Road connecting to substation Access Road)						21										21
<u>Ardleigh Road Improvements</u>	Widening - Section 5 (Between Bellmouth and Arleigh Road Diversion)						9	21	21								51
	Installation of Bellmouth and Diversion Route									21	21						42
	Ardleigh Road Junction Improvements										6						6
<u>New Haul Road</u>	Installation of new Haul Road												21	21	21		63
	Installation of Bellmouth (Connection for Haul road to Bentley Road)														9		9
<u>Vegetation clearance, Utility diversions between cable route hall road bellmouths and new haul road</u>	Vegetation clearance, Utility diversions between cable route hall road bellmouths and new haul road													6	6		12
	Total average persons on site	45	57	33	30	21	30	21	21	21	27	21	21	30			
	Total labour days per month (Assuming 24 working days per Month)	1080	1368	792	720	504	720	504	504	504	648	504	504	720			

Figure 2.5 presents an estimated overview of the employment levels expected during each phase of the access construction.

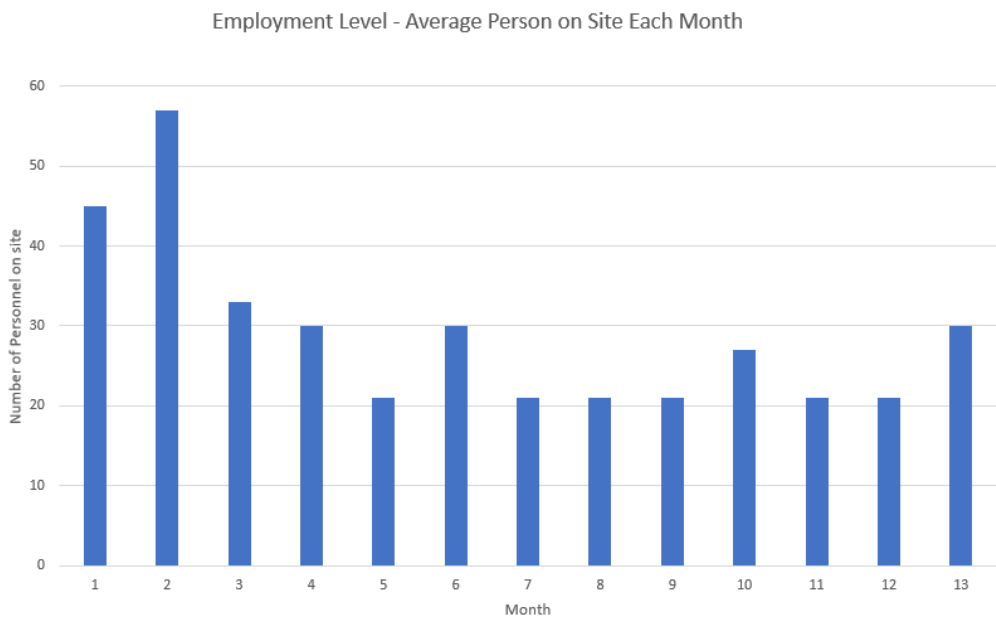
Figure 2.5: Employment levels per activity Option 2 and Option 3



Source: MML

Figure 2.6 presents an estimated overview of the employment levels each month through the duration of the access construction.

Figure 2.6: Employment levels per month Option 2 and Option 3



Source: MML

2.4 HGV Movements

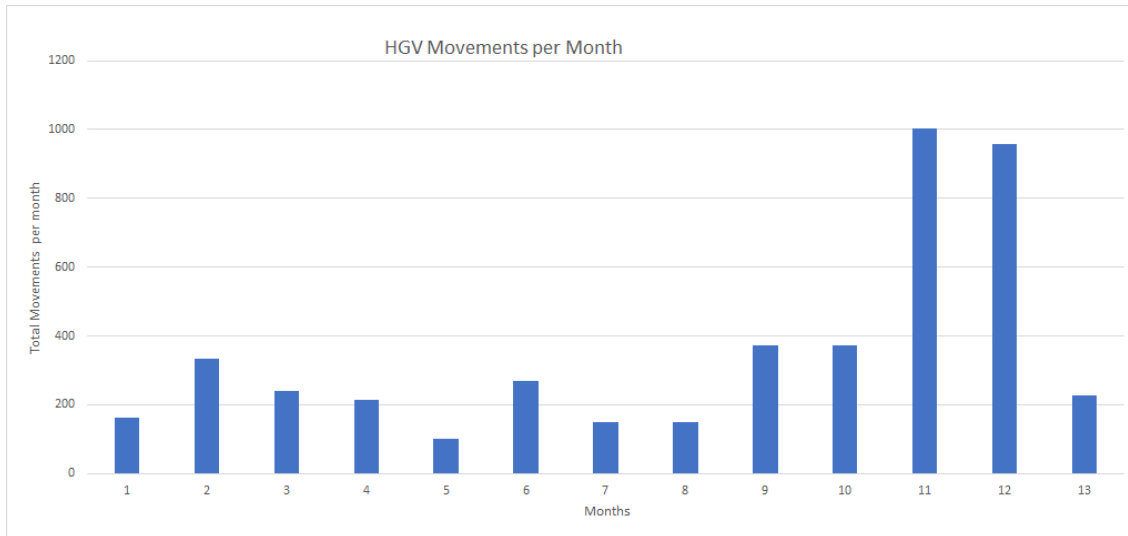
2.4.1 Option 1 HGV movements

Table 2.5 and Figure 2.7 show the number HGV movements for each activity throughout the construction of Option 1. Please note, the movements shown are two-way movements.

Table 2.5: HGV movements For Option 1

Phase	Activity	Movements per month	Months													Total	
			1	2	3	4	5	6	7	8	9	10	11	12	13		
A120 - Bentley Road Bellmouth improvements	Junction improvements	45	45	45													90
Bentley Road Improvements	Bentley Road Widening - Section 1	68	68														68
	Bentley Road Widening - Section 2	130		130	130												390
	Bentley Road Widening - Section 3	48	48														144
	Bentley Road Widening - Section 4	111		111	111												111
	Bentley Road/ Cable Corridor Haul Road Bellmouth (Southern Bellmouth, West side of Bentley Road)	84				84											84
	Installation of Bellmouth (South of Ardleigh Road connecting to new Haul Road)	100					100										100
	Installation of Bellmouth (North of Ardleigh Road connecting to substation Access Road)	119						119									119
Ardleigh Road Improvements	Widening - Section 5 (Between Bellmouth and Ardleigh Road Diversion)	149						149	149	149							447
	Installation of Bellmouth and Diversion Route	373									373	373					746
	Ardleigh Road Junction Improvements	45												45			46
New Haul Road	Installation of new Haul Road (assumed to be completed via access from the cable haul road)	958												958	958	958	2874
	Installation of Bellmouth (Connection for Haul Road to Bentley Road)	226														226	226
	Movements per month (excl. Haul Road)		161	334	241	214	100	268	149	149	373	373	1003	958	226		
	Maximum monthly vehicles (excl. Haul Road)		373														
	Average monthly vehicle (excl. Haul Road)		325														

Figure 2.7: HGV two way movements per month Option 1



Source: MML

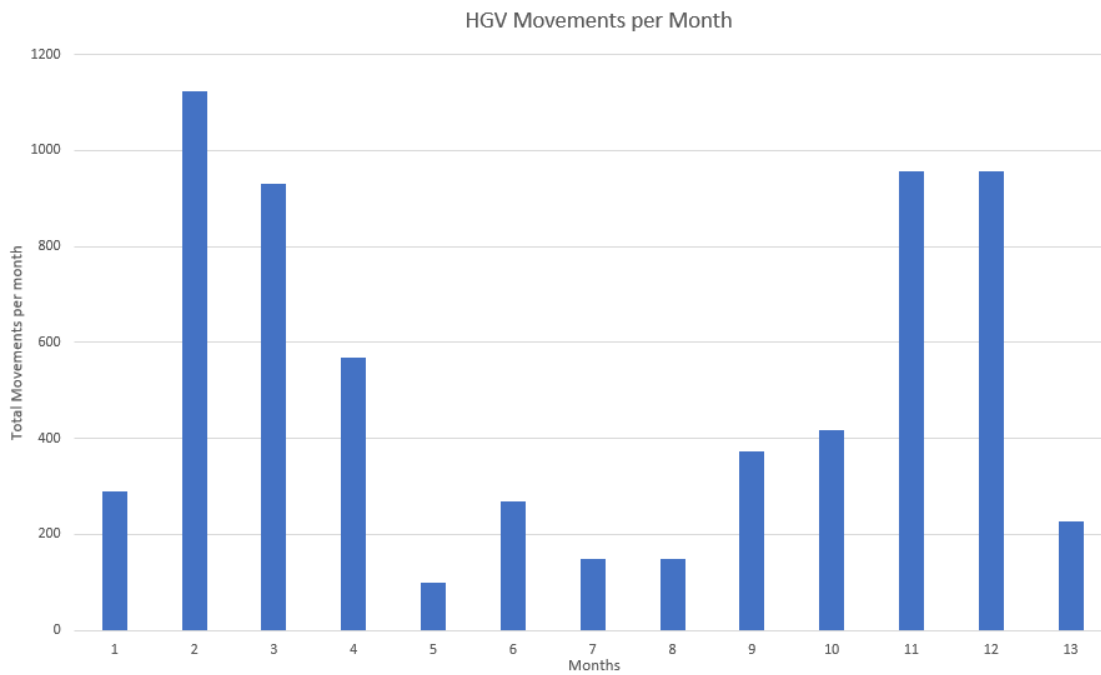
2.4.2 Option 2 HGV Movements

Table 2.6 and Figure 2.8 show the number HGV movements for each activity throughout the construction of option 2. Please note, the movements shown are two-way movements. The Haul Road has been shown for information as an estimate as this is outside the scope of this assessment and is excluded from total, maximum and average values provided.

Table 2.6: HGV movements For Option 2

Phase	Activity	Movements per month	Months													Total		
			1	2	3	4	5	6	7	8	9	10	11	12	13			
A120 - Bentley Road Bellmouth improvements	Junction Improvements + cycle track	73	73	73														146
Bentley Road Improvements	Bentley Road Widening + cycle track - Section 1	100	100															100
	Bentley Road Widening + cycle track - Section 2	484		484	484	484												1452
	Bentley Road Widening + cycle track - Section 3	118	118	118														236
	Bentley Road Widening + cycle track - Section 4	448		448	448													896
	Bentley Road/ Cable Corridor Haul Road Bellmouth (Southern Bellmouth, West side of Bentley Road)	84				84												84
	Installation of Bellmouth (South of Ardleigh Road connecting to new Haul Road)	100					100											100
	Installation of Bellmouth (North of Ardleigh Road connecting to substation Access Road)	119						119										119
Ardleigh Road Improvements	Widening - Section 5 (Between Bellmouth and Ardleigh Road Diversion)	149						149	149	149								447
	Installation of Bellmouth and Diversion Route	373									373	373						746
	Ardleigh Road Junction Improvements	45											45					45
New Haul Road	Installation of new Haul Road (assumed to be completed via access from the cable haul road)	958												958	958	958		2874
	Installation of Bellmouth (Connection for Haul Road to Bentley Road)	226															226	226
	Movements per month (excl. Haul Road)		291	1123	932	568	100	268	149	149	373	418	958	958	226			
	Maximum monthly vehicles (excl. Haul Road)		1123															
	Average monthly vehicle (excl. Haul Road)		465															

Figure 2.8: HGV two way movements per Month Option 2



Source: MML

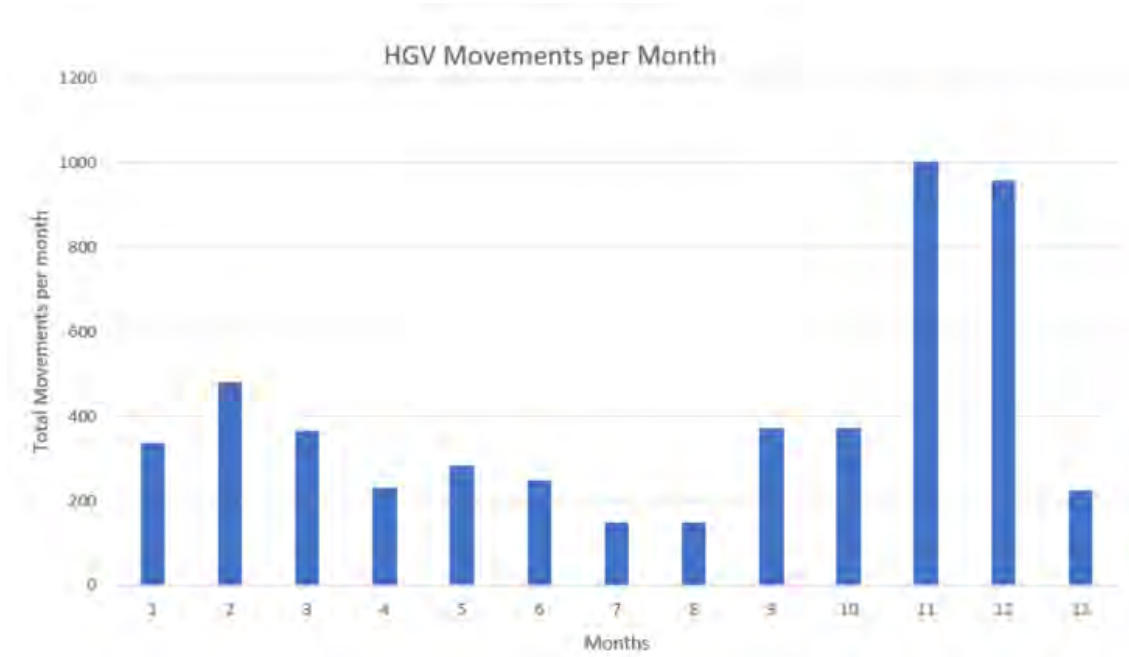
2.4.3 Option 3 HGV Movements

Table 2.7 and Figure 2.9 show the number HGV movements for each activity throughout the construction of option 3. Please note, the movements shown are two-way movements. The Haul Road has been shown for information as an estimate as this is outside the scope of this assessment and is excluded from total, maximum and average values provided.

Table 2.7 HGV Movements for Option 3

Phase	Activity	Movements per month	Months													Total	
			1	2	3	4	5	6	7	8	9	10	11	12	13		
<u>A120 - Bentley Road Bellmouth and Bentley Road Improvements</u>	Junction Improvements and Section 1 widening + cycle track	113	113	113													226
	Bentley Road Widening - Section 2 + cycle track	143		143	143	143											572
	Bentley Road Widening - Section 3 and 4+ cycle track	220	220	220													660
	Installation of Bellmouth (Southern Bellmouth, West side of Bentley Road)	86				86											86
	Installation of Bellmouth (South of Ardleigh Road connecting to new Haul Road)	140					140										140
	Installation of Bellmouth (North of Ardleigh Road connecting to substation Access Road)	100						100									100
<u>Ardleigh Road Improvements</u>	Widening - Section 5 (Between Bellmouth and Ardleigh Road Diversion)	149						149	149	149							447
	Installation of Bellmouth and Diversion Route	373									373	373					746
	Ardleigh Road Junction Improvements	45												45			45
<u>New Haul Road</u>	Installation of new Haul Road (assumed to be completed via access from the cable haul road)	958												958	958	958	2874
	Installation of Bellmouth (Connection for Haul Road to Bentley Road)	226														226	226
	Movements per month (Excl. Haul Road)		333	467	363	229	283	249	149	149	373	373	1003	958	226		
	Maximum monthly vehicles (excl. Haul Road)		1003														
	Average monthly vehicle (excl. Haul Road)		369														

Figure 2.9: HGV two way movements per Month Option 3



Source: MML

Please note, all tables and figures within section 2 are based on the construction of the access works only. The vehicle movements for Option 1, Option 2 and Option 3 are shown as two-way movements. Refer to document 004885046 for further details.

The values for the cable corridor haul road HGV movements were not included in the average monthly vehicle movement value calculated in Table 2.5, Table 2.6 and Table 2.7. The cable corridor haul road construction is outside of the project scope therefore, HGV movements for that road were not calculated.

2.5 Working hours requirements

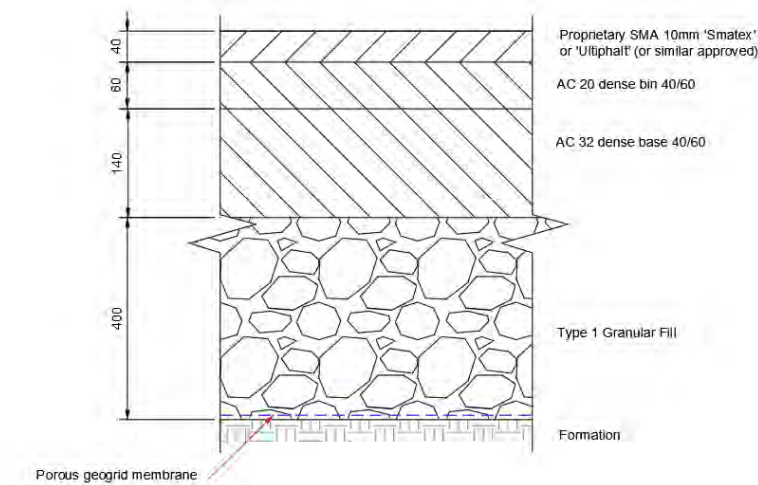
Construction working hours will have to be agreed with the Local Authority, with necessary permit/authorisations gained for the construction work to commence. Typically, construction activities will be daytime only 07:00 to 19:00 from Monday to Friday and 07:00 to 13:00 on Saturdays, with no work where noise is audible beyond the site boundary on Sundays, Bank Holidays or in the night-time. Certain “time critical activities” would occur outside these hours. Any requirement to work outside of these normal hours would occur with prior agreement with the Local Authorities.

3 Construction parameters

3.1 Road make-up

Figure 3.1 shows the road make up that has been assumed for all widening sections and the new AIL haul road. The AIL haul road has been assumed to be a permanent road to give the worst case for excavated materials, waste materials and vehicle movements.

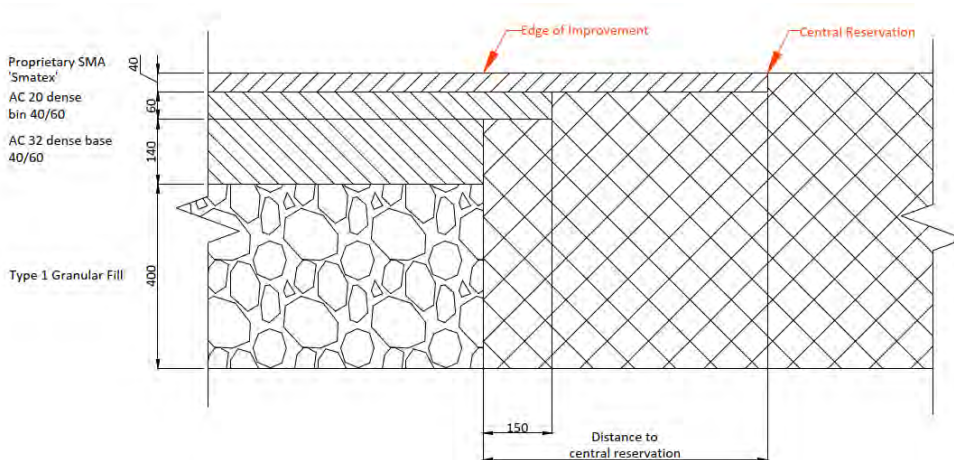
Figure 3.1: Road make-up section



Source: MML

Figure 3.2 shows the tie in detail for the widening sections for Option 1 and Option 3. The surface course will extend to the central reservation. The binder course will extend 150mm beyond the improvement area. The subbase and the base layer will only cover the area of widening.

Figure 3.2: Tie in details for road widening – Option 1 and Option 3



Source: MML

The tie-in specifications differ for road sections featuring cycle tracks, with variations dependent upon whether the road expansion for the cycle track occurs on the western or eastern side of the pre-existing road, as shown in drawing 004921122.

3.2 Imported equipment and materials

Assumptions:

- It was assumed that the proprietary SMA surface layer was installed to the central reservation of the existing roads as seen in Figure 3.2 and drawing 004921122.
- It was assumed that the AC 20 layer was installed 0.15m into the existing road for road widening sections as seen in Figure 3.2.
- A 15% contingency and a 30% compaction factor has been added to the imported engineered fill whilst all other quantities are subject to a contingency weighting of between 15% and 20%, with no compaction factor.
- It was assumed that 9m³ tipper lorries carried the proprietary SMA, AC20, AC32 and waste. Whereas it was assumed that 20T tipper lorries carried the type 1 granular fill. It was also assumed that the lorries were carrying at full capacity for the vehicle movement calculations.
- It was assumed 25m of road was built per day for the New Haul Road between Bentley and Ardleigh Road as it was assumed it shall be a permanent road.
- It was assumed 50m of road was built per day for the new cable corridor haul road as it was assumed it shall be a temporary road.

Table 3.1 provides an indicative forecast for the material imports expected for the works of Option 1. Refer to document 004885046 for further details.

Table 3.1: Imported materials – Bentley Road – Option 1

Activity	Approximate Quantity*		Vehicle Type	2 Way Vehicle Movements
Civils Main Works				
A120- Bentley Road Junction improvements				
Proprietary SMA	29	m ³	9m ³ tipper lorries	7
AC 20	17	m ³	9m ³ tipper lorries	4
AC 32	35	m ³	9m ³ tipper lorries	8
Type 1 Granular fill	99	m ³	20t Rigid tipper lorry	30
Bentley Road Widening- Section 1				
Proprietary SMA	20	m ³	9m ³ tipper lorries	5
AC 20	13	m ³	9m ³ tipper lorries	3
AC 32	27	m ³	9m ³ tipper lorries	6
Type 1 Granular fill	78	m ³	20t Rigid tipper lorry	24
Bentley Road Widening- Section 2				
Proprietary SMA	113	m ³	9m ³ tipper lorries	26
AC 20	72	m ³	9m ³ tipper lorries	16
AC 32	154	m ³	9m ³ tipper lorries	35
Type 1 Granular fill	440	m ³	20t Rigid tipper lorry	132

Activity	Approximate Quantity*		Vehicle Type	2 Way Vehicle Movements
Bentley Road Widening- Section 3				
Proprietary SMA	35	m ³	9m ³ tipper lorries	8
AC 20	18	m ³	9m ³ tipper lorries	4
AC 32	36	m ³	9m ³ tipper lorries	8
Type 1 Granular fill	103	m ³	20t Rigid tipper lorry	31
Bentley Road Widening- Section 4				
Proprietary SMA	67	m ³	9m ³ tipper lorries	15
AC 20	42	m ³	9m ³ tipper lorries	10
AC 32	88	m ³	9m ³ tipper lorries	20
Type 1 Granular fill	250	m ³	20t Rigid tipper lorry	75
Cable Corridor Haul Road Bellmouth (Northwest side of Bentley Road)				
Proprietary SMA	11	m ³	9m ³ tipper lorries	3
AC 20	17	m ³	9m ³ tipper lorries	4
AC 32	38	m ³	9m ³ tipper lorries	9
Type 1 Granular fill	107	m ³	20t Rigid tipper lorry	32
Cable Corridor Haul Road Bellmouth (Southwest side of Bentley Road)				
Proprietary SMA	11	m ³	9m ³ tipper lorries	3
AC 20	16	m ³	9m ³ tipper lorries	4
AC 32	37	m ³	9m ³ tipper lorries	9
Type 1 Granular fill	104	m ³	20t Rigid tipper lorry	32
Cable Corridor Haul Road Bellmouth (East side of Bentley Road)				
Proprietary SMA	11	m ³	9m ³ tipper lorries	3
AC 20	16	m ³	9m ³ tipper lorries	4
AC 32	38	m ³	9m ³ tipper lorries	9
Type 1 Granular fill	107	m ³	20t Rigid tipper lorry	32
Total Bentley Road Quantities				
Proprietary SMA	294	m ³	9m ³ tipper lorries	70
AC 20	208	m ³	9m ³ tipper lorries	49
AC 32	450	m ³	9m ³ tipper lorries	104
Type 1 Granular fill	1285	m ³	20t Rigid tipper lorry	388

*All quantities are subject to a contingency weighting of 15%. A 30% compaction factor has been added to the imported engineered fill.

Table 3.2 provides an indicative forecast for the material imports expected for the works of Option 2, including the cycle track. Refer to document 004885046 for further details.

Table 3.2: Imported material Bentley Road - Option 2

Activity	Approximate Quantity*		Vehicle Type	2 Way Vehicle Movements
Civils Main Works				
A120- Bentley Road Junction improvements				
Proprietary SMA	29	m ³	9m ³ tipper lorries	7
AC 6	9	m ³	9m ³ tipper lorries	2
AC 20	39	m ³	9m ³ tipper lorries	9
AC 32	35	m ³	9m ³ tipper lorries	8
Type 1 Granular fill	179	m ³	20t Rigid tipper lorry	54
Bentley Road Widening- Section 1 and cycle track				
Proprietary SMA	16	m ³	9m ³ tipper lorries	4
AC 6	8	m ³	9m ³ tipper lorries	2
AC 20	25	m ³	9m ³ tipper lorries	6
AC 32	17	m ³	9m ³ tipper lorries	4
Type 1 Granular fill	131	m ³	20t Rigid tipper lorry	40
Bentley Road Widening- Section 2 and cycle track				
Proprietary SMA	223	m ³	9m ³ tipper lorries	50
AC 20	328	m ³	9m ³ tipper lorries	73
AC 32	751	m ³	9m ³ tipper lorries	167
Type 1 Granular fill	1622	m ³	20t Rigid tipper lorry	485
Bentley Road Widening- Section 3 and cycle track				
Proprietary SMA	12	m ³	9m ³ tipper lorries	3
AC 6	17	m ³	9m ³ tipper lorries	4
AC 20	60	m ³	9m ³ tipper lorries	14
AC 32	41	m ³	9m ³ tipper lorries	9
Type 1 Granular fill	312	m ³	20t Rigid tipper lorry	94
Bentley Road Widening- Section 4 and cycle track				
Proprietary SMA	138	m ³	9m ³ tipper lorries	31
AC 20	203	m ³	9m ³ tipper lorries	45
AC 32	464	m ³	9m ³ tipper lorries	103
Type 1 Granular fill	1001	m ³	20t Rigid tipper lorry	300
Cable Corridor Haul Road Bellmouth (Northwest side of Bentley Road)				
Proprietary SMA	11	m ³	9m ³ tipper lorries	3
AC 20	17	m ³	9m ³ tipper lorries	4
AC 32	38	m ³	9m ³ tipper lorries	9
Type 1 Granular fill	107	m ³	20t Rigid tipper lorry	32
Cable Corridor Haul Road Bellmouth (Southwest side of Bentley Road)				

Activity	Approximate Quantity*		Vehicle Type	2 Way Vehicle Movements
Proprietary SMA	11	m ³	9m ³ tipper lorries	3
AC 20	16	m ³	9m ³ tipper lorries	4
AC 32	37	m ³	9m ³ tipper lorries	9
Type 1 Granular fill	104	m ³	20t Rigid tipper lorry	32
Cable Corridor Haul Road Bellmouth (East side of Bentley Road) +cycle track				
Proprietary SMA	11	m ³	9m ³ tipper lorries	3
AC 6	8	m ³	9m ³ tipper lorries	2
AC 20	35	m ³	9m ³ tipper lorries	4
AC 32	38	m ³	9m ³ tipper lorries	9
Type 1 Granular fill	185	m ³	20t Rigid tipper lorry	56
Total Bentley Road Quantities				
Proprietary SMA	437	m ³	9m ³ tipper lorries	102
AC 6	41	m ³	9m ³ tipper lorries	10
AC 20	720	m ³	9m ³ tipper lorries	163
AC 32	1417	m ³	9m ³ tipper lorries	318
Type 1 Granular fill	3641	m ³	20t Rigid tipper lorry	1093

*All quantities are subject to a contingency weighting of 15%. A 30% compaction factor has been added to the imported engineered fill.

Table 3.3 provides an indicative forecast for the material imports expected for the works of Option 3, including the cycle track. Refer to document 004885046 for further details.

Table 3.3: Imported material Bentley Road - Option 3

Activity	Approximate Quantity*		Vehicle Type	2 Way Vehicle Movements
Civils Main Works				
A120 - Bentley road widening + Section 1 Bentley Road widening and cycle track				
Proprietary SMA	47	m ³	9m ³ tipper lorries	11
AC 6	16	m ³	9m ³ tipper lorries	4
AC 20	64	m ³	9m ³ tipper lorries	15
AC 32	53	m ³	9m ³ tipper lorries	12
Type 1 Granular fill	354	m ³	20t Rigid tipper lorry	82
Bentley Road Widening- Section 2 and cycle track				
Proprietary SMA	112	m ³	9m ³ tipper lorries	25
AC 6	41	m ³	9m ³ tipper lorries	10
AC 20	164	m ³	9m ³ tipper lorries	37
AC 32	130	m ³	9m ³ tipper lorries	29
Type 1 Granular fill	905	m ³	20t Rigid tipper lorry	209
Bentley Road Widening- Section 3 & 4 and cycle track				

Activity	Approximate Quantity*		Vehicle Type	2 Way Vehicle Movements
Proprietary SMA	101	m ³	9m ³ tipper lorries	23
AC 6	66	m ³	9m ³ tipper lorries	15
AC 20	215	m ³	9m ³ tipper lorries	48
AC 32	105	m ³	9m ³ tipper lorries	24
Type 1 Granular fill	1071	m ³	20t Rigid tipper lorry	247
Cable Corridor Haul Road Bellmouth (Northwest side of Bentley Road)				
Proprietary SMA	11	m ³	9m ³ tipper lorries	3
AC 20	17	m ³	9m ³ tipper lorries	4
AC 32	38	m ³	9m ³ tipper lorries	9
Type 1 Granular fill	107	m ³	20t Rigid tipper lorry	32
Cable Corridor Haul Road Bellmouth (Southwest side of Bentley Road)				
Proprietary SMA	11	m ³	9m ³ tipper lorries	3
AC 20	16	m ³	9m ³ tipper lorries	4
AC 32	37	m ³	9m ³ tipper lorries	9
Type 1 Granular fill	104	m ³	20t Rigid tipper lorry	32
Cable Corridor Haul Road Bellmouth (East side of Bentley Road)				
Proprietary SMA	11	m ³	9m ³ tipper lorries	3
AC 20	16	m ³	9m ³ tipper lorries	4
AC 32	38	m ³	9m ³ tipper lorries	9
Type 1 Granular fill	107	m ³	20t Rigid tipper lorry	32
Total Bentley Road Quantities				
Proprietary SMA	293	m ³	9m ³ tipper lorries	68
AC6	123	m ³	9m ³ tipper lorries	29
AC 20	492	m ³	9m ³ tipper lorries	112
AC 32	401	m ³	9m ³ tipper lorries	92
Type 1 Granular fill	2648	m ³	20t Rigid tipper lorry	634

*All quantities are subject to a contingency weighting of 15%. A 30% compaction factor has been added to the imported engineered fill.

Table 3.4 provides an indicative estimate for the equipment and materials expected for the Ardleigh Road and AIL Haul Road works. These quantities guided the HGV traffic movements shown in Table 2.5, Table 2.6 and Table 2.7. Refer to document 004885046 for further details.

Table 3.4: Imported materials – Ardleigh & New Haul Road - Option 1, 2 and 3

Activity	Approximate Quantity*		Vehicle Type	2 Way Vehicle Movements
Civils Main Works				
Installation of Bellmouth (South of Ardleigh Road Connecting to Cable Corridor Haul Road)				
Proprietary SMA	13	m ³	9m ³ tipper lorries	3

Activity	Approximate Quantity*		Vehicle Type	2 Way Vehicle Movements
AC 20	19	m ³	9m ³ tipper lorries	5
AC 32	44	m ³	9m ³ tipper lorries	10
Type 1 Granular fill	125	m ³	20t Rigid tipper lorry	38
Installation of Bellmouth (North of Ardleigh Road connecting to substation Access Road)				
Proprietary SMA	13	m ³	9m ³ tipper lorries	3
AC 20	19	m ³	9m ³ tipper lorries	5
AC 32	44	m ³	9m ³ tipper lorries	10
Type 1 Granular fill	125	m ³	20t Rigid tipper lorry	38
Ardleigh Road widening section 5 (Between Bellmouth and Ardleigh Road Diversion)				
Proprietary SMA	84	m ³	9m ³ tipper lorries	19
AC 20	85	m ³	9m ³ tipper lorries	19
AC 32	188	m ³	9m ³ tipper lorries	42
Type 1 Granular fill	536	m ³	20t Rigid tipper lorry	161
Ardleigh Road Installation of Bellmouth and Diversion Route				
Proprietary SMA	93	m ³	9m ³ tipper lorries	21
AC 20	140	m ³	9m ³ tipper lorries	31
AC 32	325	m ³	9m ³ tipper lorries	73
Type 1 Granular fill	929	m ³	20t Rigid tipper lorry	278
Ardleigh Road Junction Improvement				
Proprietary SMA	10	m ³	9m ³ tipper lorries	3
AC 20	9	m ³	9m ³ tipper lorries	2
AC 32	19	m ³	9m ³ tipper lorries	5
Type 1 Granular fill	52	m ³	20t Rigid tipper lorry	16
Installation of New Haul Road				
Proprietary SMA	358	m ³	9m ³ tipper lorries	80
AC 20	537	m ³	9m ³ tipper lorries	120
AC 32	1251	m ³	9m ³ tipper lorries	278
Type 1 Granular fill	3575	m ³	20t Rigid tipper lorry	1069
Installation of Bellmouth (Connection for Haul Road to Bentley Road)				
Proprietary SMA	28	m ³	9m ³ tipper lorries	7
AC 20	42	m ³	9m ³ tipper lorries	10
AC 32	99	m ³	9m ³ tipper lorries	22
Type 1 Granular fill	281	m ³	20t Rigid tipper lorry	84
Total of Ardleigh & New Haul Road				
Proprietary SMA	600	m ³	9m ³ tipper lorries	137
AC 20	851	m ³	9m ³ tipper lorries	192
AC 32	1975	m ³	9m ³ tipper lorries	442

Activity	Approximate Quantity*	Vehicle Type	2 Way Vehicle Movements
Type 1 Granular fill	5643	m ³ 20t Rigid tipper lorry	1691

*All quantities are subject to a contingency weighting of 15%. A 30% compaction factor has been added to the imported engineered fill.

3.3 Noise Levels during Construction

The utilisation of noise-emitting construction plant items and the corresponding noise emission levels are shown in Table 3.5. The information presented below is preliminary and will be confirmed and developed at a later stage once the Construction Environmental Management Plan (CEMP) is produced.

Table 3.5: Construction plant used for noise assessment

Construction Phase	Plant Description	Sound Power Level dB(A) ⁽¹⁾	No. of Plant ⁽³⁾	Utilisation % on-time
Access road and car parking works road works	Excavator	102	2	100
	Dump truck	105	4	70
	Asphalt spreader with support lorry	106	1	100
	Vibratory roller	106	2	70
	Grader	112	1	100
	Lorry	103	3	25
	MEWP	78	2	75
	Generator ⁽²⁾	100	2	100
	Crusher	116	2	80

Source: BS 5228-1:2009, Appendix D: Historic sound level data on site equipment and site activities.

- Notes:
- (1) Guide to the sound power levels for stationary and quasi-stationary site equipment.
 - (2) General use plant to be used during different construction phases.
 - (3) Each no of plant assumed per phase of work.

3.4 Site Waste

Site waste shall be managed in a structured and auditable manner and in accordance with agreed site and waste management plan (SWMP) from the commencement of the project during the detailed design stage and through construction. This ensures that the aim of waste minimisation is emphasised from the outset. In addition, it will ensure that the waste produced during the construction phase is dealt with in accordance with the relevant requirements of UK legislation, as well as any other requirements specified by the relevant regulatory authorities.

The following main activities that will lead to waste being generated have been identified:

- Wastes arising from excavation.
- Wastes arising from existing road tie in as drawing 004921122.
- Wastes arising from vegetation clearance.

A waste management storage area is designated as part of the compound to facilitate the segregation of waste. This area will be delineated and separated from where new material is stored with recycling and waste bins kept clean and clearly marked in order to avoid cross-contamination of materials.

Waste carriers and the disposal sites will need to be identified.

3.4.1 Waste quantities

Table 3.6, *All quantities are subject to a contingency weighting of 20%.

Table 3.7, *All quantities are subject to a contingency weighting of 20%.

Table 3.7 and Table 3.9 sets out the predicted waste arisings and management of options. This will be updated as the project progresses. Ardleigh & New Haul Waste Quantities are the same for all options, 1, 2 and 3.

Table 3.6: Predicted waste arisings and management options – Bentley Road option 1

Waste Material	Predicted Volume (m ³)*	2 Way Vehicle Movement
Excavation		
A120- Bentley Road Junction improvements	22 Existing Road waste 166 Topsoil/ Subsoil	42
Bentley Road Widening - Section 1	14 Existing Road waste 129 Topsoil/ Subsoil	32
Bentley Road Widening - Section 2	78 Existing Road waste 734 Topsoil/ Subsoil	181
Bentley Road Widening - Section 3	28 Existing Road waste 171 Topsoil/ Subsoil	45
Bentley Road Widening - Section 4	47 Existing Road waste 418 Topsoil/Subsoil	104
Bentley Road - Cable Corridor Haul Road Bellmouth (Northern Bellmouth, West side of Bentley Road)	179 Topsoil/ Subsoil	40
Bentley Road - Cable Corridor Haul Road Bellmouth (Southern Bellmouth, West side of Bentley Road)	174 Topsoil/ Subsoil	39
Bentley Road - Cable Corridor Haul Road Bellmouth East side of Bentley Road)	178 Topsoil/ Subsoil	40
TOTAL	188 Existing Road waste 2146 Topsoil/ Subsoil	523

*All quantities are subject to a contingency weighting of 20%.

Table 3.7: Predicted waste arisings and management options – Bentley Road option 2

Waste Material	Predicted Volume (m ³)*	2 Way Vehicle Movement
Excavation		
A120- Bentley Road Junction improvements + cycle track	22 Existing Road waste 282 Topsoil/ Subsoil	68
Bentley Road Widening - Section 1 with cycle track	206 Topsoil/ Subsoil	46

Waste Material	Predicted Volume (m ³)*	2 Way Vehicle Movement
Bentley Road Widening - Section 2 with cycle track	587 Existing Road waste 2463 Topsoil/ Subsoil	678
Bentley Road Widening - Section 3 with cycle track	485 Topsoil/ Subsoil	108
Bentley Road Widening - Section 4 with cycle track	314 Existing Road waste 1521 Topsoil/Subsoil	419
Bentley Road - Cable Corridor Haul Road Bellmouth (Northern Bellmouth, West side of Bentley Road)	179 Topsoil/ Subsoil	40
Bentley Road - Cable Corridor Haul Road Bellmouth (Southern Bellmouth, West side of Bentley Road)	174 Topsoil/ Subsoil	39
Bentley Road - Cable Corridor Haul Road Bellmouth East side of Bentley Road) + Cycle Track	287 Topsoil/ Subsoil	64
TOTAL	923 Existing Road waste 5391 Topsoil/ Subsoil	1462

*All quantities are subject to a contingency weighting of 20%.

Table 3.8: Predicted waste arisings and management options – Bentley Road option 3

Waste Material	Predicted Volume (m ³)*	2 Way Vehicle Movement
Excavation		
A120- Bentley Road Junction improvements + Section 1 Bentley Road Widening with cycle track	37 Existing Road waste 433 Topsoil/ Subsoil	105
Bentley Road Widening - Section 2 with cycle track	84 Existing Road waste 1107 Topsoil/ Subsoil	265
Bentley Road Widening - Section 3 and 4 with cycle track	80 Existing Road waste 1286 Topsoil/ Subsoil	304
Bentley Road - Cable Corridor Haul Road Bellmouth (Northern Bellmouth, West side of Bentley Road)	179 Topsoil/ Subsoil	40
Bentley Road - Cable Corridor Haul Road Bellmouth (Southern Bellmouth, West side of Bentley Road)	174 Topsoil/ Subsoil	39
Bentley Road - Cable Corridor Haul Road Bellmouth East side of Bentley Road)	178 Topsoil/ Subsoil	40
TOTAL	201 Existing Road waste 3357 Topsoil/ Subsoil	793

*All quantities are subject to a contingency weighting of 20%.

Table 3.9: Predicted waste arisings and management options – Ardleigh & New Haul Road Option 1, Option 2 and Option 3

Waste Material	Predicted Volume (m³)*	2 Way Vehicle Movement
Excavation		
Installation of Bellmouth (South of Ardleigh Road connecting to new Haul Road)	208 Topsoil/ Subsoil	47
Installation of Bellmouth (North of Ardleigh Road connecting to substation Access Road)	247 Topsoil/ Subsoil	55
Ardleigh Road Widening - Section 5 (Between Bellmouth and Ardleigh Road Diversion)	36 Existing Road waste 895 Topsoil/ Subsoil	207
Installation of Bellmouth and Diversion Route	1551 Topsoil/ Subsoil	345
Ardleigh Road Junction Improvements	6 Existing Road waste 87 Topsoil/ Subsoil	21
Installation of new ALL Haul Road	5968 Topsoil/ Subsoil	1327
Installation of Bellmouth (Connection for Haul Road to Bentley Road)	469 Topsoil/ Subsoil	105
TOTAL	41 Existing Road waste 9421 Topsoil/ Subsoil	2107

**All quantities are subject to a contingency weighting of 20%.*

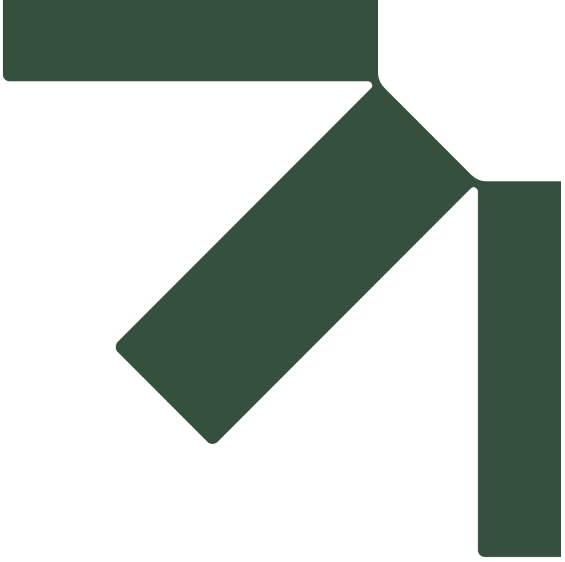
4 Operational parameters

4.1 Site setting

The proposed road works comprise of:

- The A120-Bentley Road Junction area of proposed widening is 215m² for option 1 and 3. For option 2, the buffer zone has an area of 76m² and the cycle track has an area of 297m².
- The total area of road widening for Bentley Road is equal to 1889m² for option 1. For option 2, the total area for the safety buffer and cycle track along Bentley Road is 4930m².
- For option 3, the total area of improvements to the A120 junction and Bentley Road is 1595m². The total area of cycle track is 5261m².
- There are 3 bellmouths connecting Bentley Road to the Cable Corridor Haul Road with their area totalling 689m². For Option 2, the safety buffer and cycle track at the bellmouth on the east side of Bentley Road have an area of 326m².
- The bellmouth connecting the New Haul Road to Bentley Road has a total area of 609.6m²
- The New Haul Road has a total area of 7769.9m².
- The installation of the bellmouth and diversion route on Ardleigh road has an area of 2018.5m²
- The bellmouths connecting to Ardleigh road from the cable corridor haul road and the substation access road have a total area of 590m².
- Ardleigh road junction improvements have a proposed area of 113.2m².
- The total area of the Ardleigh Road widening section between the bellmouths and Ardleigh Road diversion is equal to 1164.5m².





Appendix W A120/ Bentley Road Junction Road Improvements Technical Note

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024




Contractor Coversheet

Project Name:	FE_NF_Mott Macdonald Co-Located Substation Studies	Package No:	PROJECTCODE 12 - Electrical Systems
----------------------	--	--------------------	-------------------------------------

Document Title:	Co-located Substations Early Design - A120 - Bentley Road Junction Improvements Technical Note		
Classification:	Confidential		

Contractor Doc. No:	104560-MMD-00-XX-TN-CE-1029	Contractor Revision:	03
Date:	08/12/2023	Pages:	20

Employer Doc. No:	004781330-03	Employer Revision:	NA
Document Status:	Preliminary		
Reason for Issue	Review		



Co-Located Substation Early Design A120 - Bentley Road Junction Road Improvements

Technical Note

December 2023

This page left intentionally blank for pagination.

Mott MacDonald
Victory House
Trafalgar Place
Brighton BN1 4FY
United Kingdom

T +44 (0)1273 365000
mottmac.com

Co-Located Substation Early Design A120 - Bentley Road Junction Road Improvements

Technical Note

December 2023

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
P01	05/04/23	J Weeks	EJ v Iwaarden	M Barton	First Issue
P02	19/04/23	J Weeks	EJ v Iwaarden	M Barton	Update following receipt of traffic data
P03	07/12/23	Sonia A. Pedrosa	John Weeks	Andrea F. Crespo	Updated to capture latest Project decisions and addressed comments

Document reference: | P03 | 104560-MMD-00-XX-DR-CE-1029

Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
1.1	Background	1
1.2	Focus of this report	3
2	Swept Path Analysis	4
3	Proposed works	6
4	Traffic Management	11
5	Appendix A – Junction Drawings	12

1 Introduction

1.1 Background

RWE Renewables have procured Mott MacDonald to review the potential for a collocated substation site to accommodate the onshore substations for the Five Estuaries and North Falls Windfarms.

The scope is to develop the design of a co-located substation adjacent to a National Grid proposed substation site between Ardleigh and Little Bromley in Essex, for both North Falls (NF) and Five Estuaries (VE) Windfarms. The operational footprint of the co-located substations shall stay within CO01 (See Figure 1.0 below). NF13 may be proposed for Temporary Construction Compounds (TCCs) if needed.



Figure 1.0: Proposed collocated substation site area

To enable the construction of the proposed collocated substations, temporary access from the local road network will be required for construction vehicles.

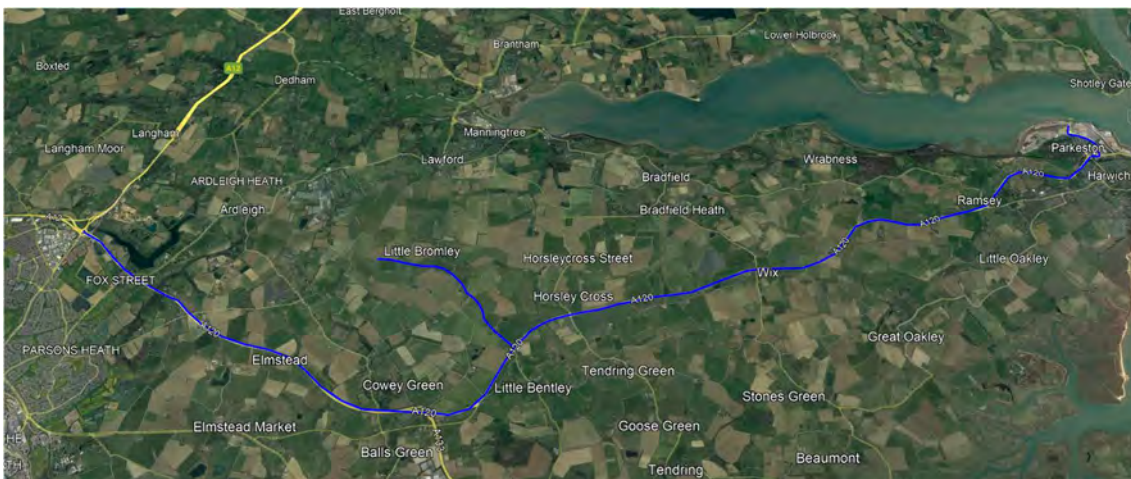


Figure 2.0: Proposed collocated substation construction access.

The proposed construction access is shown in Figure 2.0 and is a combination of local roads including the A120 and Bentley Road plus a section of new access road approximately 1.1km in length. Both North Falls (NF) and Five Estuaries (VE) Windfarms developers and third party developers will be using the same public roads to access their sites (apart from other particular roads and accesses that they will need to construct), therefore required works have been agreed to be split between the interested parties. Further details in Document 104560-MMD-00-XX-TN-VE-1038_P03, Section 1.2.

Construction traffic is predominately expected from the west via the A12, with Abnormal Indivisible Loads (AILs) being routed from the nearest port at Harwich.



Figure 3.0: AIL Movement

The AIL is likely to be one of the determining factors in terms of geometry of the access and the selection of local roads that will be suitable for routing to the site. A full assessment of the routing of AILs will be undertaken at detailed design stage where the vehicle sizes and suppliers can be identified. The selected haulage company will undertake the final assessment to identify any off-site street works that may be required. At this stage of the project a high-level assessment of the likely route for construction vehicles, including AILs, to reach the site has been undertaken identifying any potential areas where improvements may be required. Although the routing of AILs is a defining factor in the assessment, the number of movements is very low with the majority of construction traffic being in the form of normal HGVs, including 40T stone wagons, concrete mixers, mobile cranes, low loader plant deliveries and other delivery vehicles; plus smaller vans and cars servicing the site.

1.2 Focus of this report

This report focuses on the junction of the A120 with Bentley Road to identify any junction improvements that may be required and identify a works boundary at this location. The report will consider the following standards in relation to road geometry to assist in the development of any proposed works, whilst also considering the temporary nature of the works as part of a construction project and the future operational and maintenance needs of the proposed development.

Standards:

- National Highways - Design Manual for Roads and Bridges (DMRB)
- DfT - Manual for Streets
- HAUC – Safety at Street Works and Road Works (The Red Book)

Within this report Autodesk Vehicle Tracking software will be used to identify the likely swept path requirements for potential construction vehicles. The vehicles used are generic and may not reflect the vehicles ultimately used on site. The swept paths produced along with the geometric design standards will be used to determine and improvement works required at the junction.

2 Swept Path Analysis

Autodesk Vehicle Tracking software has been used to identify the likely swept path requirements for potential construction vehicles at the junction of the A120 and Bentley Road.



Figure 4.0 – A120 junction with Bentley Road

At the junction the A120 is a single lane dual carriageway with vehicle restraint systems (VRSs) along a central reservation separating the carriageways. A cycle and footway crossing is routed to cross the A120 north of the junction with a central refuge between the VRSs. The Bentley Road junction is a left in and left out junction only, vehicles heading west will need to travel to the A120/B1035 roundabout at Horsley Cross (approximately 1.4km east) to turn round.

Two scenarios have been assessed with swept path analysis, the first is an AIL vehicle turning into the junction from the east (from Harwich). The second scenario is the movement of two HGVs entering and exiting the junction at the same time.

A 74.72m long multiple axle girder frame transporter vehicle similar to that shown in Figure 3.0 has been used in scenario one, see Figure 5.0. Drawing 104560-MMD-00-XX-DR-CE-1026 shows the tracking proposed.

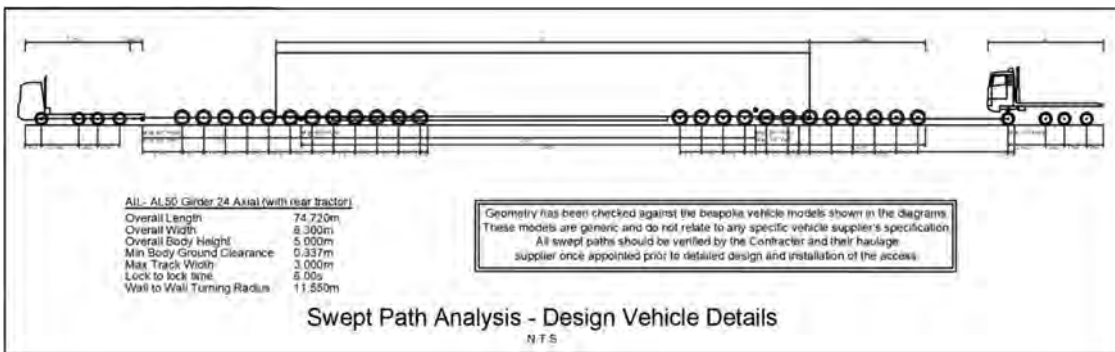


Figure 5.0 – AIL Model

The HGV model in Figure 6.0 has been used for scenario two. Drawing 104560-MMD-00-XX-DR-CE-1027 shows the tracking proposed.

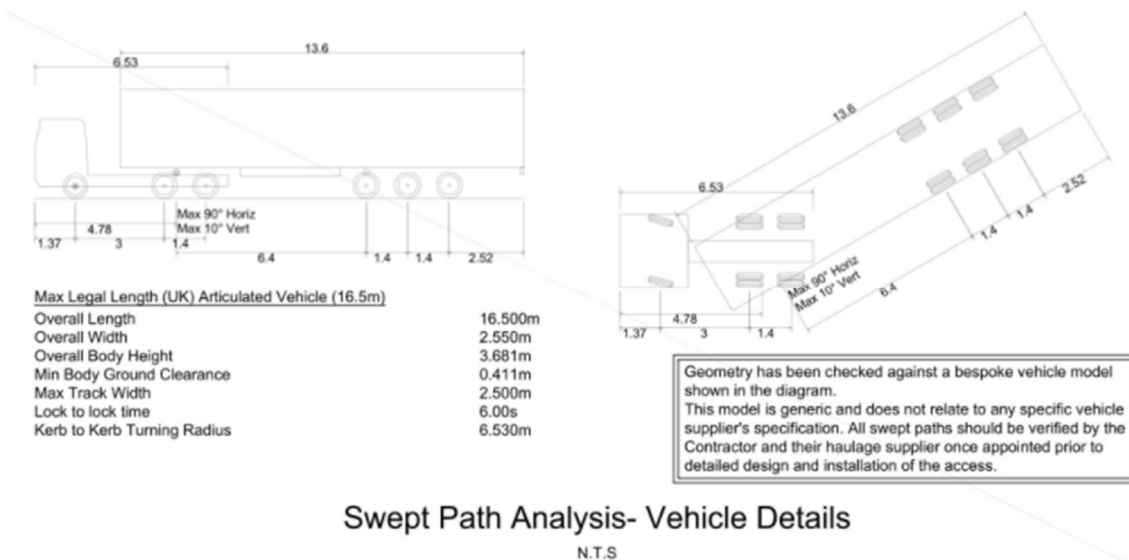


Figure 6.0 – HGV Model

3 Proposed works

3.1 This section of the assessment identifies the proposed junction improvement works required to facilitate the use of the junction as a construction access route for AIL vehicles.

Drawing 104560-MMD-00-XX-DR-CE-1026 shows the tracking of the AIL entering Bentley Road from the A120. The benefit of the tracking shown is that no significant widening or realignment of the junction is required to accommodate the AIL movement as it can be fully accommodated within the existing highways boundary. It should be noted that this drawing is based on OS mapping and aerial imagery and will need to be further assessed following surveys of the junction.

The tracking does require amendments to the central reservation where the vehicle restraint systems (VRS) and signage will need to be removed temporarily to accommodate the AIL movement. The vegetated areas of the central reserve will also need to be hardened temporarily or covered with trackway or similar for the movements.

Due to the removal of the VRS, mitigation for the cycle and footway crossing will be needed. This could be in the form of relocating the crossing further north away from the section of VRS being removed, an enforced reduction in the speed limit or the provision of temporary VRS that can be moved quickly prior to the AIL movement. During the AIL movement the cycle/footway would need to be closed.

3.2 This section of the assessment identifies the proposed junction improvement works required to facilitate the use of the junction as a construction access for two way HGV traffic.

Drawing 104560-MMD-00-XX-DR-CE-1027 shows the tracking proposed for the HGVs entering and exiting the junction. The tracking depicted shows that there is insufficient width along Bentley Road on the approach to the junction to accommodate the passing HGVs. Assessment of the available aerial imagery shows Bentley Road to be approximately 5.15m wide through this section. It should be noted that this drawing is based on OS mapping and aerial imagery and will need to be further assessed following surveys of the junction.

The tracking shows that widening of Bentley Road will be required through this section to accommodate the passing movement of the HGVs. Given the proximity to the junction and the limited visibility of vehicles turning into Bentley Road from the A120, it is considered unsuitable to rely on a passing place solution at this location. This assessment had initially focused on the junction including a 100m section of the approach to the junction along Bentley Road, however further assessments along Bentley Rd (summarized in document 104560-MMD-00-XX-TN-VE-1038) indicated the need to widen its length up to the junction with the temporary cable haul road to accommodate the two way HGVs traffic. Therefore, the widening at this junction will be tying in with the widening along Bentley Rd as illustrated in drawings 104560-MMD-00-XX-DR-CE-1028 and 104560-MMD-00-XX-DR-CE-1031-1 to 3..

The DMRB 'CD127 – Cross-sections and headrooms figure 2.1.1N1e' shows carriageway widths for rural all purpose single carriageway roads as 7.3m, however it is not considered necessary to meet the requirements of the DMRB in this instance given the nature and use of Bentley Road. Manual for Streets clause 7.2.2 states that carriageway widths should be appropriate for the particular context and uses of the street and shows an illustrative single

carriageway arrangement with a width of 5.5m. The HAUC Red Book identifies 6.75m as a minimum for two way traffic. Both the HAUC guidance and Manuel for Streets identify a problem with lane widths between 2.75m and 3.25m, as this width encourages the unsafe overtaking of cyclists using the carriageway when there is no dedicated cycle infrastructure.

Given the cycle crossing, cycle markings at the junction and without any traffic survey data to confirm otherwise, it is assumed that cyclists do use this junction. Therefore, in the case of no dedicated cycle provision being installed, either a narrow 5.5m carriageway width or a width in excess of 6.5m should be considered. Based on the turning requirement at the junction and the curved alignment of Bentley Road over the first 100m from the junction a 5.5m wide carriageway is considered too restrictive to the passing of HGVs and may lead to vehicles stopping in close proximity to the junction creating a hazard. Therefore, a wider carriageway in line with the guidance from HAUC of 6.75m should be installed. Alternatively, dedicated cycle provision could be installed, allowing for a narrower carriageway width determined by the two-way HGV traffic swept path analysis without further considerations.

Drawings 104560-MMD-00-XX-DR-CE-1058-1 and 2 show three possible design options for the widening of the carriageway. Option 1 represents the widening to 6.75m, with no dedicated cycle infrastructure. Options 2 and 3 represent the widening in the case of installing a cycle track.

At Option 3, the proposed cycle track would run at a distance of 5m from the Bentley Road carriageway for the majority of its length but at the junction between the A120 and Bentley Rd it would gradually approach the edge of carriageway as it turns left following the corner radius of the junction and the A120 alignment afterwards, up to reaching the height of the existing crossing north of the junction. A safety buffer from the main carriageway would be provided at all times, either via a grassed verge (swale) or hatched markings, with a minimum width of 1.5m¹ at the height of the crossing at the A120.



Figure 7.0 – A120 & Bentley Rd Junction widening and proposed cycle track layout (Option 3)

¹ Minimum safety buffer width as per Table 6-1 of the Local Transport Note 1/20, Cycle Infrastructure Design, for a speed limit of 50mph (speed limit on the A120, along the junction).

The proximity of a residential property on the south side of Bentley Road and the close proximity of the boundary fence to the carriageway means that the widening works should be accommodated on the northern side. The widening works are expected to consist of approximately 1.6m of additional carriageway width constructed into the existing verge of the highway. Between the main carriageway and the proposed cycle track there would be a grassed verge separation of 5m (where possible), likely used to install a drainage swale.

The proposed allowance (Red Line Boundary) to accommodate the works has been set at a distance of 10m from the current edge of the carriageway on the road side to be widened. Incomplete utility data is available that shows a water main within the northern verge, this may require diversion or protection. There are also other utilities on the northern verge, like communications, which can be relocated under the cycle track and under the road, if needed.

The works relating to the North Falls & Five Estuaries co-located substations can be considered temporary for the duration of construction as during operation and maintenance the volume of HGV traffic will be considerably lower than required for construction. However, the highways authority may wish to adopt the widened infrastructure to retain the improved alignment. This will need to be discussed with the local highway authority, local planning authority and the land owner.. The proposed allowance (Red Line Boundary) to accommodate the works may need to be reassessed following completion of a topographical survey and detailed design. Currently, there is no positive drainage system along this section of Bentley Road with surface runoff shedding to the adjacent land. As mentioned above, one of the design options comprises the installation of drainage swales along Bentley Rd between the main carriageway and the proposed cycle track. A formal drainage design strategy has not been developed at this stage and will need to be further investigated at later stages of the project.

3.3 This section of the assessment identifies the proposed junction improvement works required to facilitate the use of the junction as a construction access for multiple construction sites.

Construction traffic volumes have been estimated in documents 104560-MMD-00-XX-RP-CE-1041 and 104560-MMD-00-XX-TN-CE-1051, Construction Methodologies and Parameters for the co-located substation works and for Bentley Rd, Ardleigh Rd and the New Haul Rd respectively.. For a single substation it has been estimated that an AADT flow of approximately 57 vehicle movements (two way) would be required. Given that there is the potential for up to 3 substations to be under construction at the site then 171 vehicle movements (two way) have been assumed for the substations works. There will also be the requirement for cabling works along the route, an early estimate of 150 vehicle movements (two way) has been assumed for this assessment. The total construction traffic volume for this assessment has therefore been taken to be 321 vehicle movements (two way).

Apart from these values relative to the substations construction and cable installation works, there will also be significant HGV traffic (using different lengths of the access roads) for the duration of the improvement/widening works at Bentley Rd and Ardleigh Rd themselves and the construction of the new haul road. We estimate a monthly average of 370 two-way HGV movements. A manual traffic survey was undertaken by Streetwise Services Ltd on 20th September 2022, the survey was a single survey between 06:30 to 18:30. The data from the survey is summarised below.

Table 1 – Summary of traffic survey data

Traffic Movement	Total number of vehicles
A120 Eastbound (Through movement)	3498
A120 Westbound (Through movement)	4105
A120 to Bentley Road	332
Bentley Road to A120	166

In addition to the survey data available, historic data has been reviewed where available. This has shown a traffic flow on the A120 (both directions) of 13281 vehicle movements. (Source: <https://roadtraffic.dft.gov.uk/#14/51.9019/1.0518/basemap-countpoints>, from manual count location 7938, located approx. 470m north of the Bentley Road A120 junction. Disclaimer: this is an estimated count based on previous data). Given a two way AADT from the Streetwise survey of 7603, for this assessment we have used the 13281 value as more conservative. For Bentley Road the two way AADT can be estimated to be approximately 819 vehicle movements, calculated as 321 + 498, considering the predicted construction flow and the existing traffic flow respectively.

Using CD123 - Geometric design of at-grade priority and signal-controlled junctions, from the Design Manual for Roads and Bridges (DMRB), Figure 2.3.1 shows approximate priority junction provision on single carriageway roads based on traffic flows only. Using a main line flow of 13281 vehicles, and an estimated minor road flow of 819, Figure 2.3.1 shows that a simple junction arrangement is not suitable.

Figure 2.3.1 Approximate priority junction provision on single carriageway roads based on flows only

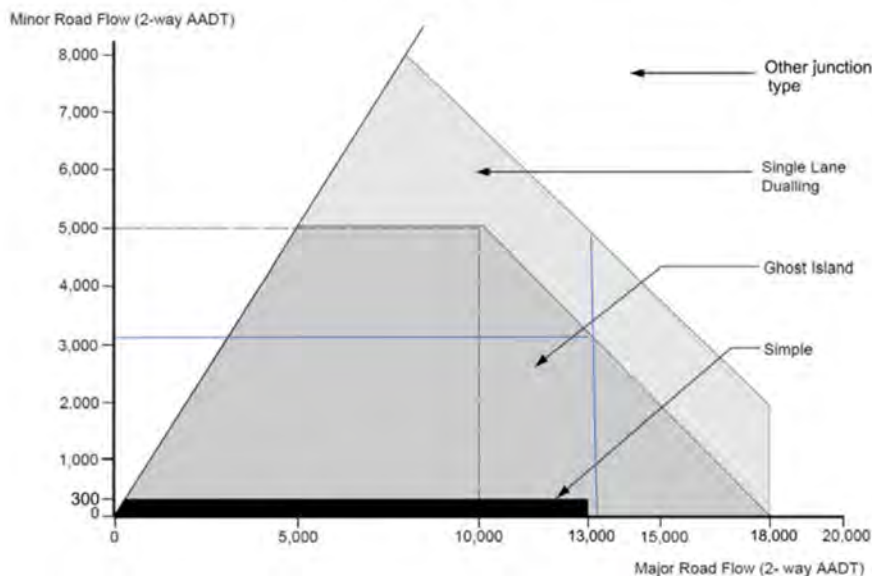


Figure 8.0 – extract from CD123

Figure 2.3.1 suggests a Ghost Island or Single Lane Dualling arrangement should be used at the Bentley Road A120 junction.

The mainline arrangement at the junction has been installed in line with a Single Lane Dualling (SLD) arrangement, (noting that the right turn movements have been excluded through the

installation of VRS within the central reserve). Therefore, the minor road junction arrangement in line with a SLD design has been considered in this assessment.

There are two arrangements for a merge corner under an SLD arrangement, with and without a merge taper. The requirement for a merge taper at a SLD junction is triggered by the number of left out turning movements. Greater than 600 vehicles turning out, as a AADT flow, would necessitate the merge taper, this number is reduced to 450 vehicles if greater than 20% of the vehicles are HGVs., The existing traffic flows surveyed show 166 vehicles and the estimated construction vehicles would be 321 vehicles, so a total of 487 vehicles with in excess of 20% being HGVs.

It is considered suitable to allow for a merge taper within the design of the junction, given the early stage of design development and the uncertainty over traffic volumes.

Where a merge taper is to be provided a 25m merge corner radius should be used leading into a 3.5m wide merging taper that reduces to join the main line carriageway. The length of the taper is dependent on the design speed of the mainline, for this assessment given the posted speed limit of 50mph, a design speed of 85kph has been used, equating to a taper length of 90m.

Widening into the footway will be required as well as vegetation and tree removal behind the existing footway to accommodate the cycle track replacing it. The carriageway road marking will need to be amended to allow for the merge taper markings to be installed. Land take is likely to be required to facilitate footway replacement, planting and relocation of utilities and signage.

The proposed works can be seen on drawing 104560-MMD-00-XX-DR-CE-1028.

No consultation has been undertaken with the local highway authority to date, and no traffic survey data or traffic modelling data has been available for this assessment. Further improvements to the junction may be required following stakeholder engagement and traffic modelling works, for example a signal controlled junction may be preferred if queuing lengths on Bentley Road are shown to be excessive. From a land take perspective it is considered viable to install a signal controlled crossing within the current highway boundary, although widening of Bentley Road would still be required the merge taper would not be.

4 Traffic Management

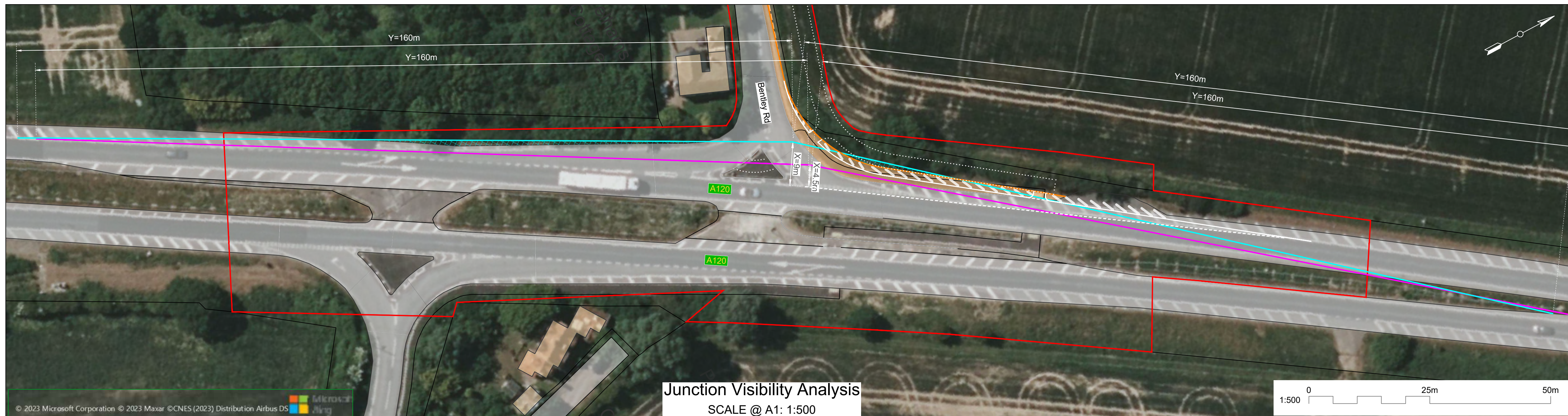
The junction improvements will require traffic management during the installation. This section of the assessment identifies the likely traffic management requirements and their potential impacts.

To complete the widening works along Bentley Road the road will need to be closed to traffic, although access to residences would need to be retained for the duration. A diversion along Payne's Lane, Hilliards Road and Park Road will be needed, this is approximately a 4km diversion.

The A120 lanes are sufficiently wide to accommodate a narrowed open lane past the working area within the central reserve but the A120 carriageway will require some widening at the northern corner radius with Bentley Rd and along mainline up to the height of the crossing, for the installation of a shoulder strip functioning also as safety buffer for users of the proposed cycle track. Road marking would need to be removed and vehicles routed over the chevroned sections of the carriageway.

Lane closure of the A120 eastbound carriageway will be required for the installation of the merge taper at the junction and the carriageway widening. With works undertaken to remove a section of the island at the junction of Little Bromley Road on the westbound carriageway, a contraflow traffic management arrangement would be possible under a reduced speed limit. Alternatively works could be undertaken with traffic signals and shuttle working through the works, this could be accommodated over a series of night works to limit the impact on road users.

5 Appendix A – Junction Drawing



- Notes
1. Do not scale from this drawing.
 2. All dimensions are in meters unless otherwise stated.
 3. This drawing is to be printed in colour.
 4. This drawing is to be read in conjunction with all relevant documents and drawings.
 5. No unauthorised disclosure, storage or copying.
 6. All spatial coordinates relate to the Ordnance Survey, British National Grid (OSGB36).
 7. All levels are in meters and relate to AOD (Ordnance Survey, Newlyn).
 8. The A road A120 has a 50mph (~80.5kph) speed limit applying to the dual carriageway section, where the junction with Bentley Road is located. For the purpose of visibility analysis, it has been considered a design speed of 85kph (~100kph) for the A120, as the above closer value as per DMRB, CD 109 Highway link design, Table 2.10. Based on Table 2.10, the desirable minimum length of visibility splays (Stopping sight distance - SSD) for a design speed of 85kph is 160m.
 9. Indicative design layout based on OS grid, works may vary subject to detailed design and site survey.
 10. Only partial utilities data has been provided for this indicative design, full PAS128 utilities surveys shall be required and additional land take may be required to accommodate diversions.
 11. For swept path details, refer to drawings 104560-MMD-00-XX-DR-CE-1026 and 104560-MMD-00-XX-DR-CE-1027.
 12. For further information on the transition detail carriageway/cycle track for the proposed cycle track, please refer to drawing 104560-MMD-00-XX-DR-CE-1059, Sheet 2.
 13. Existing water utility may require diversion or protection in some areas.

- Legend:
- OS grid map feature lines
 - Visibility splays at 4.5m from stopping line
 - Visibility splays at 9m from stopping line
 - Extents of vegetation and street furniture clearance to achieve visibility requirements at X=9m
 - Construction works boundary (red line boundary)
 - Proposed new edge of carriageway
 - Proposed permanent carriageway widening at junction
 - Proposed new carriageway edge (indicative) for a width of 6.75m
 - Proposed location for a potential cycle track installation
 - ALL vehicle body & load swept path envelope
 - Wheels swept path envelope for HGV exiting Bentley Rd
 - Existing underground water pipes
 - Existing road restraint system at central reservation
 - Existing road restraint system elements to be temporarily removed
 - Area of works in central reservation for TTM
 - Existing road signs to be removed during ALL movements
 - Existing road signs to be relocated for road widening
 - Existing bollard to be removed during ALL movements
 - Electricity pole to be relocated (location extracted from Survey)
 - Utility diversion or undergrounding required (Comms)
 - Utility diversion or undergrounding required (Electricity)
 - Water pipe protection or diversion required
 - Vegetation / trees to be trimmed (or removed if on side to be widened; subject to detailed survey)
 - Existing trees to be removed (subject to detailed survey)
 - Existing electricity pole (location extracted from Survey)
 - Existing communications chamber/pole (location extracted from Survey)
 - Existing water chambers (location extracted from Survey)

Reference drawings
 104560-MMD-00-XX-DR-CE-1026 - Swept Path Analysis AIL (...) accessing Bentley Rd
 104560-MMD-00-XX-DR-CE-1027 - Swept Path Analysis (...) Artic. Veh.-Two Way Traff.
 104560-MMD-00-XX-DR-CE-1031-1 to 3 - Bentley Rd Improvements Layout and Red Line Boundary for works
 104560-MMD-00-XX-DR-CE-1059-1 & 2 - Proposed Cross-over points for Cycle Track
 Utility Report Digitised_OSGB36 (dated January 2023)
 UK_FES_Work_Areas_py_OSGB36_v8_13_Extract (dated 16/11/2023)
 UK_FES_Work_Areas_py_OSGB36_v8_13B_Extract (dated 16/11/2023)

Rev	Date	Drawn	Description	Ch'k'd	App'd
P03	30/11/2023	SAP	Cycle track added; road width updated	JW	AFC
P02	13/04/2023	SAP	Merge taper incorporated	JW	MB
P01	05/04/2023	SAP	Preliminary	JW	MB

Status Stamp

PRELIMINARY

MOTT MACDONALD

Victory House
 Trafalgar Place
 Brighton, BN1 4FY
 United Kingdom

T +44 (0)1273 36500
 W www.mottmac.com

Client

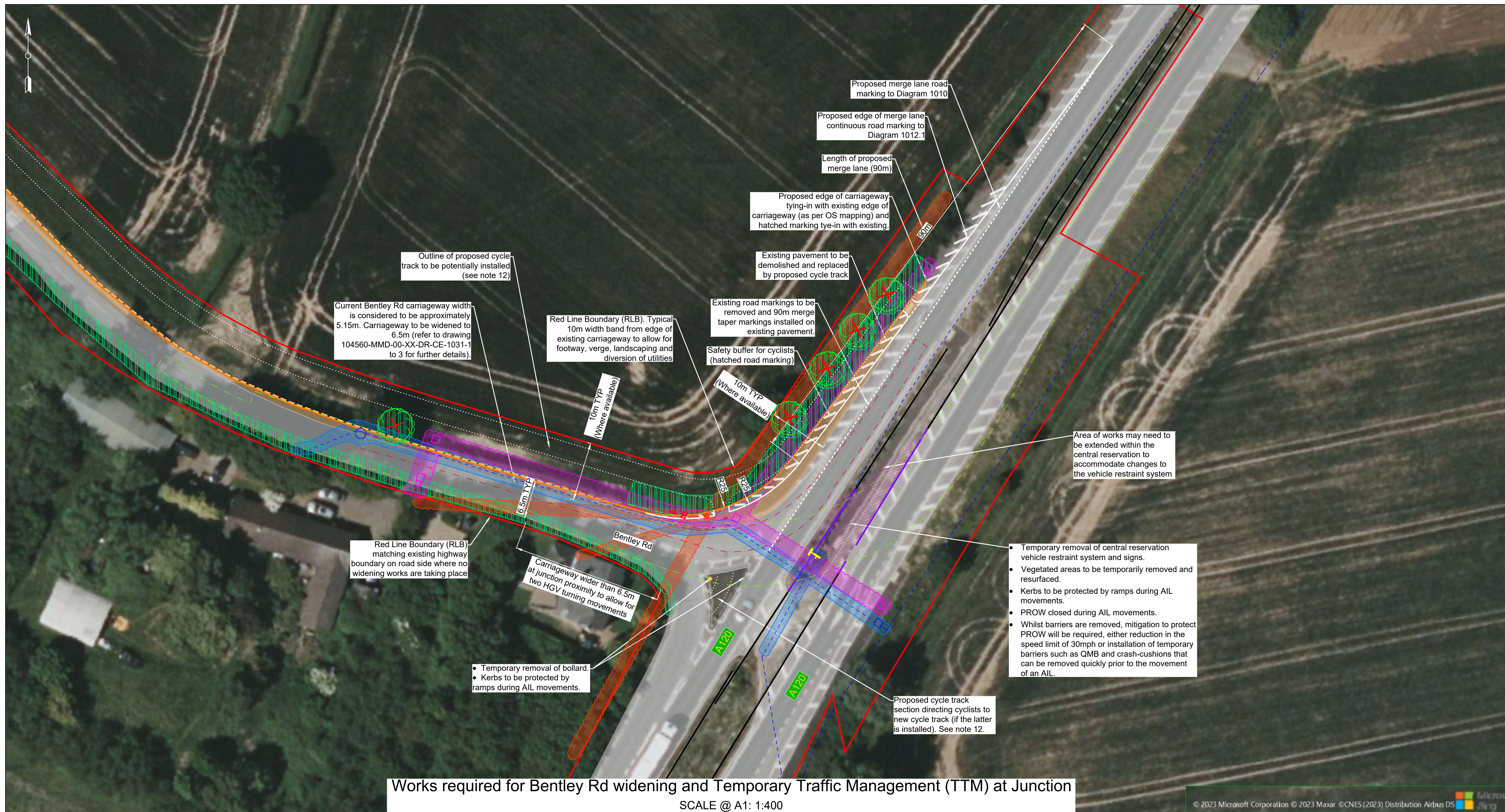
NORTH FALLS
 Offshore Wind Farm

FIVE ESTUARIES
 OFFSHORE WIND FARM

Title
**A120 - Bentley Road Junction
 Swept Path Analysis
 Road improvements layout**

Sheet 01 of 01

Designed	S. Amado-Pedrosa	SAP	Eng check	John Weeks	JW
Drawn	S. Amado-Pedrosa	SAP	Coordination	Andrea F. Crespo	AFC
Dwg check	Ollie Jeffcock	OJ	Approved	Matthew Barton	MB
MMD Project Number	104560-001	Scale at A1	As Shown	Security	STD
Client Number	004781329-03			Suit. Code	S3
Drawing Number	104560-MMD-00-XX-DR-CE-1028			Revision	P03



© Mott MacDonald
 This document is issued for the party which commissioned it and for specific purposes connected with the captioned project only. It should not be relied upon by any other party or used for any other purpose.
 We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.





Appendix X A120/Bentley Road Improvements

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

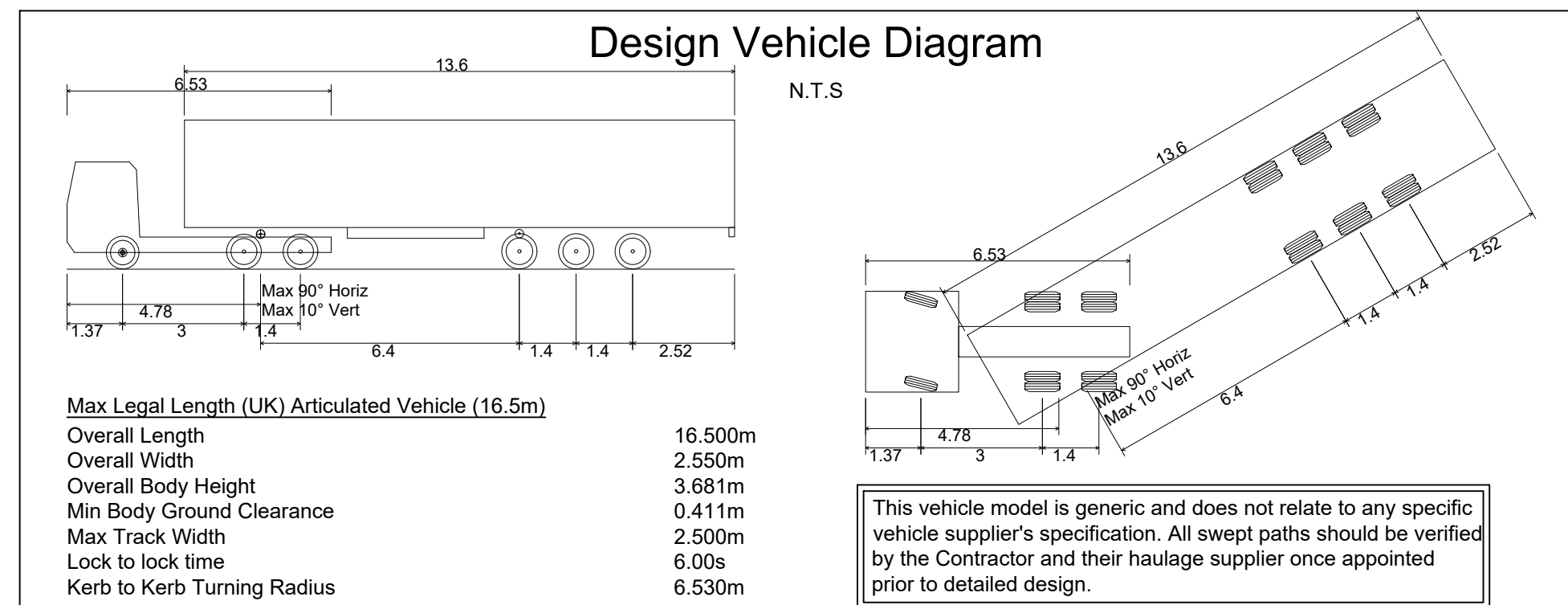
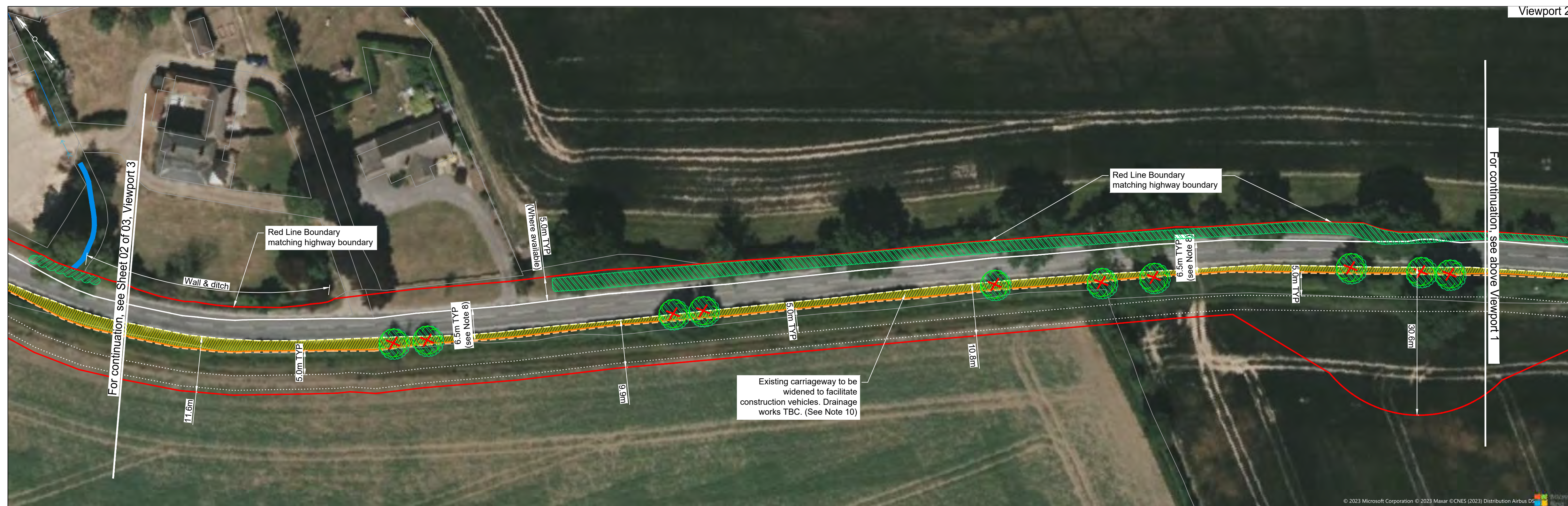
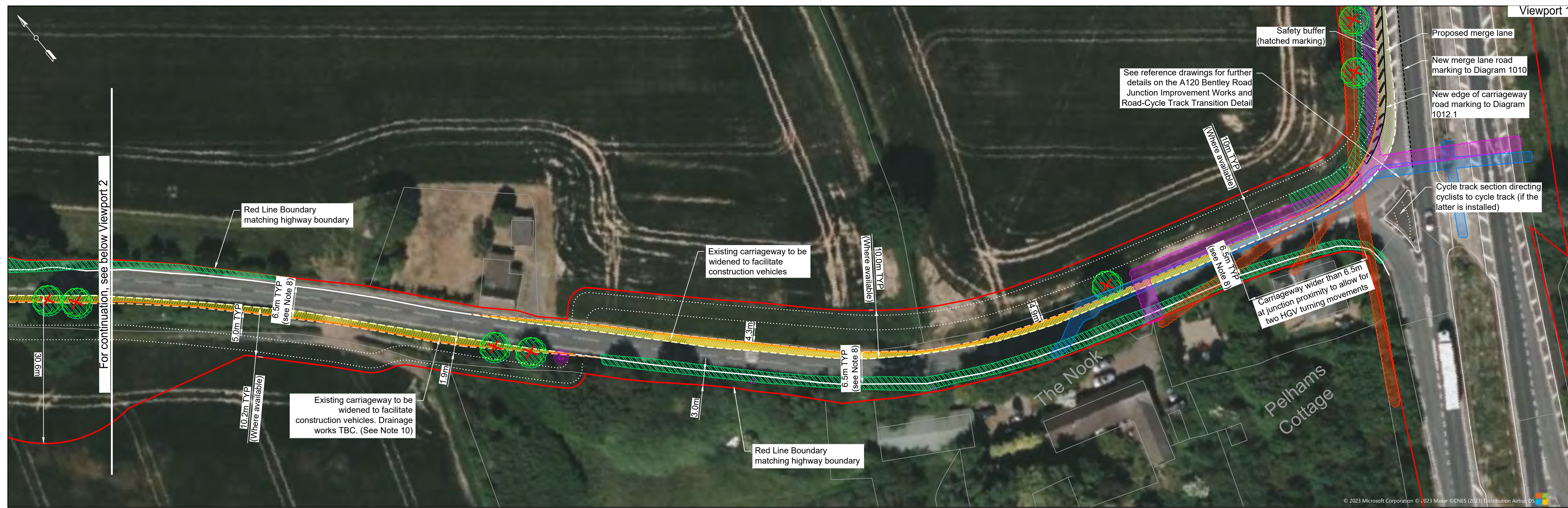
Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

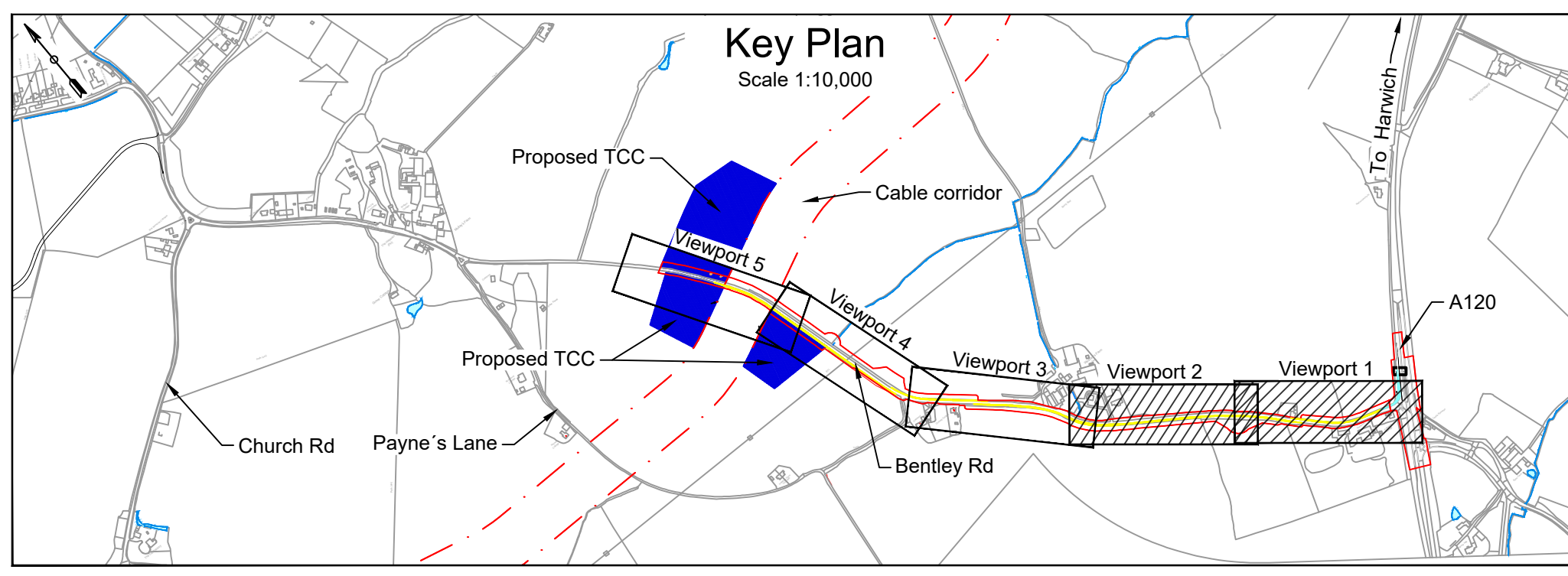
SLR Project No.: 404.V05356.00010

19 March 2024





- Legend (continuation)**
- Existing trees to be removed (subject to detailed survey)
 - Assumed location of existing electricity / communication poles
 - Location of existing communication pole extracted from survey
 - Location of existing electricity pole extracted from survey



- Notes**
1. Do not scale from this drawing.
 2. All dimensions are in metres unless otherwise stated.
 3. This drawing is to be read in conjunction with all relevant documents and drawings.
 4. No unauthorised disclosure, storage or copying.
 5. This drawing is for development purposes only and should not be used for construction. The proposed arrangements shown are for indicative purposes only. Dimensions and design may vary following completion of site surveys and the subsequent stages of design.
 6. Existing carriageway widths are not sufficient along Bentley Road. Improvement / widening works are required to allow for two way HGV traffic flow. Additional enabling works and vegetation clearance / groundwork may be required.
 7. ALL vehicle deliveries are expected to use both carriageway lanes and will require traffic control / pilots during movements. Additional works (not shown), i.e. removal of street furniture, vegetation and structures may be required to facilitate ALL vehicle over-swings. All swept paths should be verified by the Contractor and their haulage suppliers at the earliest opportunity to ensure clearances are suitable for the intended vehicles.
 8. Existing carriageway lines have been determined using OS Mastermap data in absence of Topographical survey data. OS data is considered to be less accurate. Widening works are intended to show the concept of an increase to a 6.5m carriageway width where the installation of a segregated cycle track is included in the final arrangement. The outline of a potential carriageway widening to 6.75m (where no dedicated cycle/pedestrian provision is to be installed) is also shown as another option. The extents of the widening works and planning application boundary are therefore subject to change following detailed horizontal alignment design and receipt of Topographical data.
 9. Only partial / incomplete utilities data has been provided. No clearance data is available. Where available, additional utilities have been traced from aerial imagery. Full utilities surveys shall be required at later design stages. Planning application boundaries may need to be increased where additional utilities works are required. Clearance to overhead utilities will need to be reviewed in conjunction with the relevant vehicle models.
 10. Drainage works/strategy have not been considered as part of this concept design and will need to be developed in liaison with the lead local flood authority / Environment Agency (EA) and local highways authority during subsequent stages of design. Replacement and/or realignment of existing drainage may be required, existing watercourse crossings may need to be replaced and mitigation measures may be necessary to account for an increase in impermeable areas. The planning application boundary may need to be increased to incorporate these drainage works where required.

- Legend:**
- OS grid map feature lines
 - Construction works boundary (red line boundary) at Bentley Rd
 - Existing carriageway edge - OS feature line - to remain unaltered
 - Existing carriageway edge - OS feature line - to be modified
 - Proposed new carriageway edge (indicative) for a width of 6.5m
 - Proposed carriageway widening at Bentley Rd for a width of 6.5m
 - Proposed new carriageway edge (indicative) for a width of 6.75m
 - Proposed location for a potential cycle track installation
 - Proposed carriageway widening at junction with the A120
 - Existing surface water wide ditch / watercourse to remain
 - Utility diversion or undergrounding required (Comms)
 - Utility diversion or undergrounding required (HV)
 - Water pipe protection or diversion required
 - Vegetation / trees to be trimmed (or removed if on side to be widened; subject to detailed survey)

- Reference drawings**
- 104560-MMD-00-XX-DR-CE-1028 - A120 Bentley Road Junction Improvement Works
 - 104560-MMD-00-XX-DR-CE-1032-1 & 2 - Bentley Rd w/ Cable Haul Rd Jct & SPA (Sheets 1 & 2)
 - 104560-MMD-00-XX-DR-CE-1033 - New Bellmouth Access at Bentley Rd Jct for AIL Haul Road Diversion
 - 104560-MMD-00-XX-DR-CE-1034 - Bentley Rd to Ardleigh Rd AIL Haul Rd Diversion
 - 104560-MMD-00-XX-DR-CE-1059-1 & 2 - Proposed Cross-over points for Cycle Track
 - Utility Report Digitilised_OSGB36 (received in January 2023)
 - VE-NF Draft_Combined_Cable_Corridor_Rev_6 (received 29/09/2023)
 - VE-NF Draft_TCC_Locations_Rev_6 (received 29/09/2023)
 - UK_FES_Work_Areas_py_OSGB36_v8_13_Extract (received 16/11/2023)
 - UK_FES_Work_Areas_py_OSGB36_v8_13B_Extract (received 16/11/2023)

Rev	Date	Drawn	Description	Ch'k'd	App'd
P03	30/11/2023	SAP	RLB & cycle track updated	JW	AFC
P02	08/09/2023	SAP	Red Line Boundary updated	JW	AFC
P01	24/04/2023	SG	Concept design for comment	JW	MB

Status Stamp

PRELIMINARY

**MOTT
MACDONALD**

Victory House
Trafalgar Place
Brighton, BN1 4FY
United Kingdom

T +44 (0)1273 36500
W www.mottmac.com

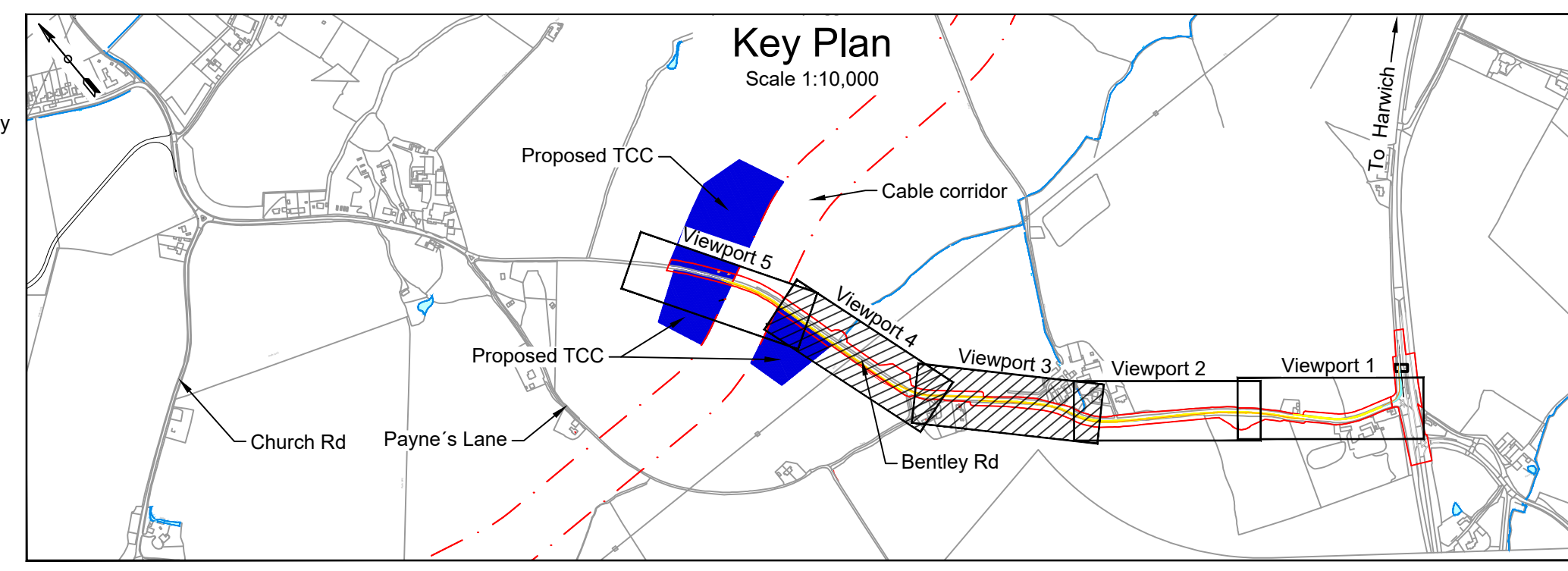
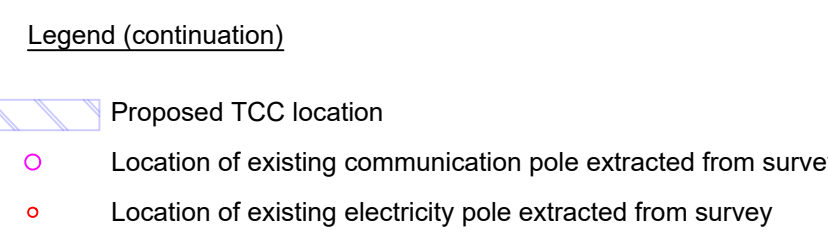
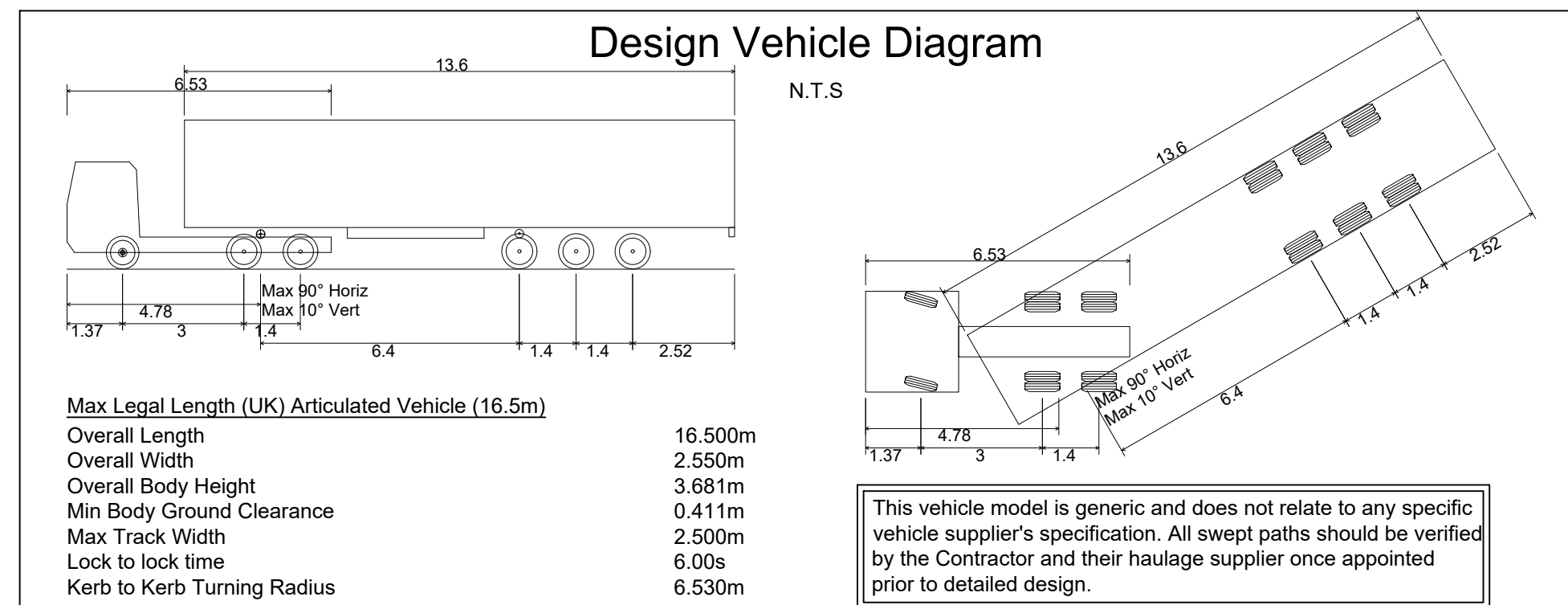
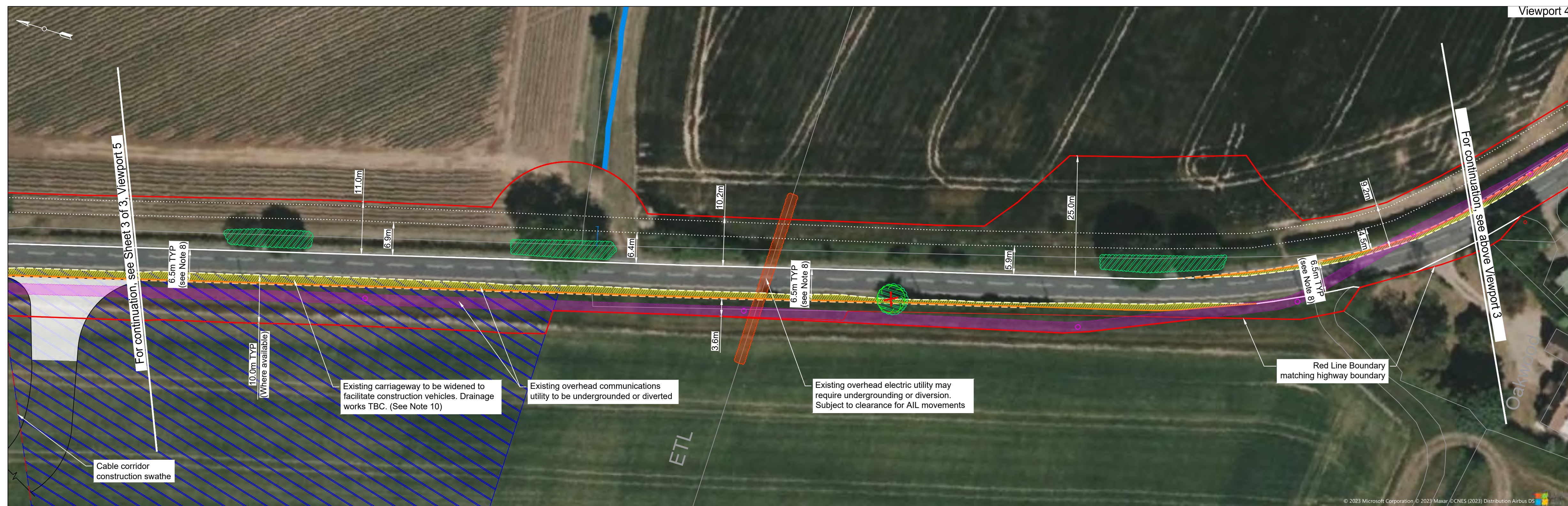
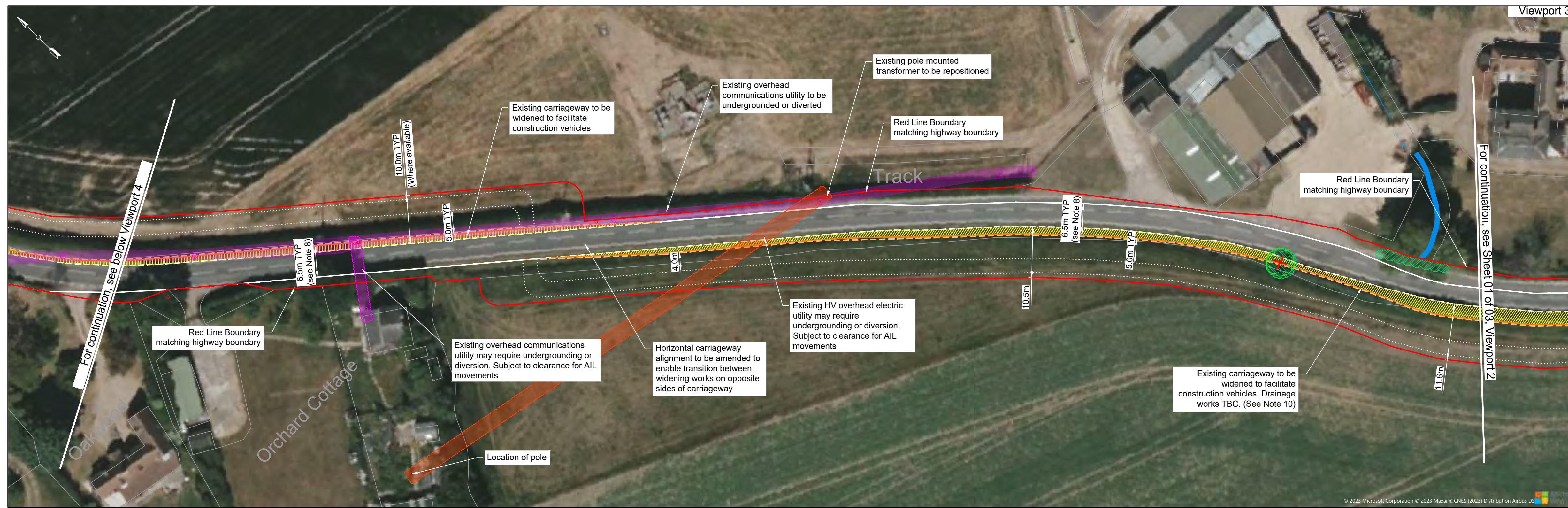
Client

Title

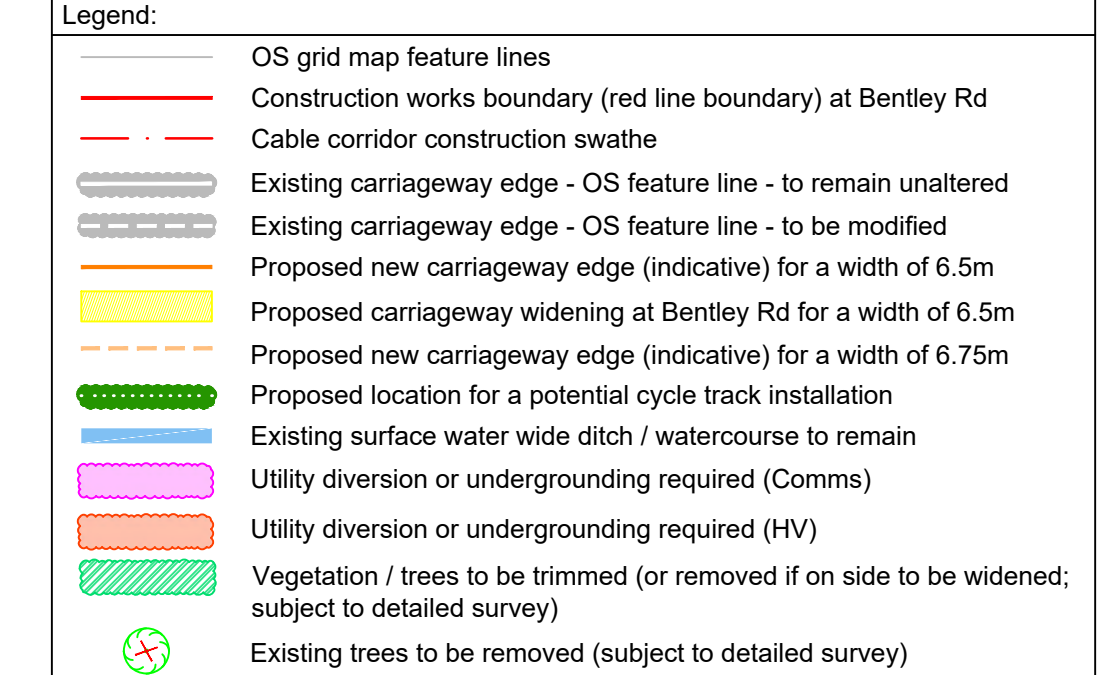
Co-located Substation Early Design Bentley Rd Improvements Layout and Red Line Boundary for works

Sheet 01 of 03

Designed	S. Goode	SG	Eng check	J. Weeks	JW
Drawn	S. Goode	SG	Coordination	J. Weeks	JW
Dwg check	S. Amado-Pedrosa	SAP	Approved	M. Barton	MB
MMD Project Number	104560-001	Scale at A1	1:500	Security	STD
Client Number	004786178-03	Suit. Code	S3	Revision	P03
Drawing Number	104560-MMD-00-XX-DR-CE-1031-1				



- ### Notes
- Do not scale from this drawing.
 - All dimensions are in metres unless otherwise stated.
 - This drawing is to be read in conjunction with all relevant documents and drawings.
 - No unauthorised disclosure, storage or copying.
 - This drawing is for development purposes only and should not be used for construction. The proposed arrangements shown are for indicative purposes only. Dimensions and design may vary following completion of site surveys and the subsequent stages of design.
 - Existing carriageway widths are not sufficient along Bentley Road. Improvement / widening works are required to allow for two way HGV traffic flow. Additional enabling works and vegetation clearance / groundwork may be required.
 - All vehicle deliveries are expected to use both carriageway lanes and will require traffic control / pilots during movements. Additional works (not shown), i.e. removal of street furniture, vegetation and structures may be required to facilitate ALL vehicle over-swings. All swept paths should be verified by the Contractor and their haulage suppliers at the earliest opportunity to ensure clearances are suitable for the intended vehicles.
 - Existing carriageway lines have been determined using OS Mastermap data in absence of Topographical survey data. OS data is considered to be less accurate. Widening works are intended to show the concept of an increase to a 6.5m carriageway width where the installation of a segregated cycle track is included in the final arrangement. The outline of a potential carriageway widening to 6.75m (where no dedicated cycle/pedestrian provision is to be installed) is also shown as another option. The extents of the widening works and planning application boundary are therefore subject to change following detailed horizontal alignment design and receipt of Topographical data.
 - Only partial / incomplete utilities data has been provided. No clearance data is available. Where available, additional utilities have been traced from aerial imagery. Full utilities surveys shall be required at later design stages. Planning application boundaries may need to be increased where additional utilities works are required. Clearance to overhead utilities will need to be reviewed in conjunction with the relevant vehicle models.
 - Drainage works/strategy have not been considered as part of this concept design and will need to be developed in liaison with the lead local flood authority / Environment Agency (EA) and local highways authority during subsequent stages of design. Replacement and/or realignment of existing drainage may be required, existing watercourse crossings may need to be replaced and mitigation measures may be necessary to account for an increase in impermeable areas. The planning application boundary may need to be increased to incorporate these drainage works where required.



Reference drawings

104560-MMD-00-XX-DR-CE-1028 - A120 Bentley Road Junction Improvement Works
 104560-MMD-00-XX-DR-CE-1032-1 & 2 - Bentley Rd w/ Cable Haul Rd Jct & SPA (Sheets 1 & 2)
 104560-MMD-00-XX-DR-CE-1033 - New Bellmouth Access at Bentley Rd Jct for ALL Haul Road Diversion
 104560-MMD-00-XX-DR-CE-1034 - Bentley Rd to Ardleigh Rd ALL Haul Rd Diversion
 104560-MMD-00-XX-DR-CE-1059-1 & 2 - Proposed Cross-over points for Cycle Track Utility Report Digitilised_OSGB36 (received in January 2023)
 VE-NF Draft_Combined_Cable_Corridor_Rev_6 (received 29/09/2023)
 VE-NF Draft_TCC_Locations_Rev_6 (received 29/09/2023)
 UK_FES_Work_Areas_py_OSGB36_v8_13_Extract (received 16/11/2023)
 UK_FES_Work_Areas_py_OSGB36_v8_13B_Extract (received 16/11/2023)

Rev	Date	Drawn	Description	Ch'k'd	App'd
P03	30/11/2023	SAP	RLB & cycle track updated	JW	AFC
P02	08/09/2023	SAP	Red Line Boundary updated	JW	AFC
P01	24/04/2023	SG	Concept design for comment	JW	MB

Status Stamp

PRELIMINARY

**MOTT
MACDONALD**

Victory House
Trafalgar Place
Brighton, BN1 4FY
United Kingdom

T +44 (0)1273 36500
W www.mottmac.com

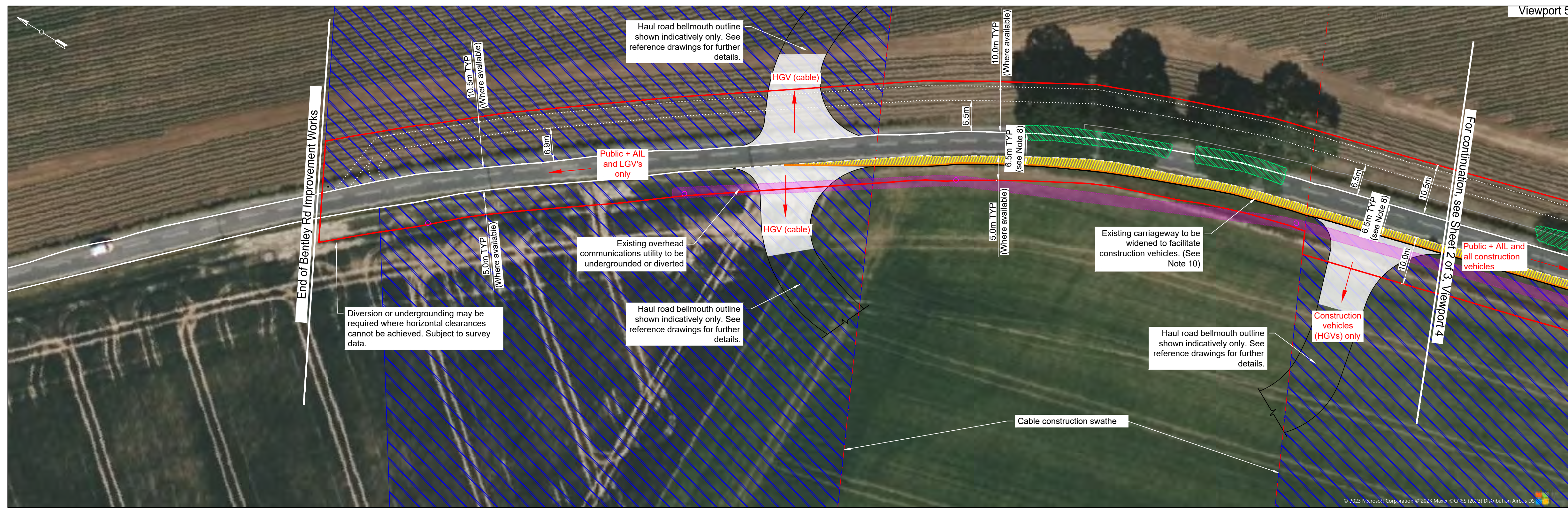
Client

Title
Co-located Substation Early Design Bentley Rd Improvements Layout

Sheet 02 of 03

Designed	S. Goode	SG	Eng check	J. Weeks	JW
Drawn	S. Goode	SG	Coordination	J. Weeks	JW
Dwg check	S. Amado-Pedrosa	SAP	Approved	M. Barton	MB
MMD Project Number	104560-001	Scale at A1	1:500	Security	STD
Client Number	004786179-03			Suit. Code	S3
Drawing Number	104560-MMD-00-XX-DR-CE-1031-2			Revision	P03

© Mott MacDonald
 This document is issued for the party which commissioned it and for specific purposes connected with the captioned project only. It should not be relied upon by any other party or used for any other purpose. We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.



- Notes
- Do not scale from this drawing.
 - All dimensions are in metres unless otherwise stated.
 - This drawing is to be read in conjunction with all relevant documents and drawings.
 - No unauthorised disclosure, storage or copying.
 - This drawing is for development purposes only and should not be used for construction. The proposed arrangements shown are for indicative purposes only. Dimensions and design may vary following completion of site surveys and the subsequent stages of design.
 - Existing carriageway widths are not sufficient along Bentley Road. Improvement / widening works are required to allow for two way HGV traffic flow. Additional enabling works and vegetation clearance / groundwork may be required.
 - All vehicle deliveries are expected to use both carriageway lanes and will require traffic control / pilots during movements. Additional works (not shown), i.e. removal of street furniture, vegetation and structures may be required to facilitate ALL vehicle over-swings. All swept paths should be verified by the Contractor and their haulage suppliers at the earliest opportunity to ensure clearances are suitable for the intended vehicles.
 - Existing carriageway lines have been determined using OS Mastermap data in absence of Topographical survey data. OS data is considered to be less accurate. Widening works are intended to show the concept of an increase to a 6.5m carriageway width where the installation of a segregated cycle track is included in the final arrangement. The outline of a potential carriageway widening to 6.75m (where no dedicated cycle/pedestrian provision is to be installed) is also shown as another option. The extents of the widening works and planning application boundary are therefore subject to change following detailed horizontal alignment design and receipt of Topographical data.
 - Only partial / incomplete utilities data has been provided. No clearance data is available. Where available, additional utilities have been traced from aerial imagery. Full utilities surveys shall be required at later design stages. Planning application boundaries may need to be increased where additional utilities works are required. Clearance to overhead utilities will need to be reviewed in conjunction with the relevant vehicle models.
 - Drainage works/strategy have not been considered as part of this concept design and will need to be developed in liaison with the lead local flood authority / Environment Agency (EA) and local highways authority during subsequent stages of design. Replacement and/or realignment of existing drainage may be required, existing watercourse crossings may need to be replaced and mitigation measures may be necessary to account for an increase in impermeable areas. The planning application boundary may need to be increased to incorporate these drainage works where required.

Legend:

	OS grid map feature lines
	Construction works boundary (red line boundary) at Bentley Rd
	Cable corridor construction swathe
	Existing carriageway edge - OS feature line - to remain unaltered
	Existing carriageway edge - OS feature line - to be modified
	Proposed new carriageway edge (indicative) for a width of 6.5m
	Proposed carriageway widening at Bentley Rd for a width of 6.5m
	Proposed new carriageway edge (indicative) for a width of 6.75m
	Proposed location for a potential cycle track installation
	Utility diversion or undergrounding required (Comms)
	Location of existing communication pole extracted from survey
	Vegetation / trees to be trimmed
	Proposed TCC location

Reference drawings

104560-MMD-00-XX-DR-CE-1028 - A120 Bentley Road Junction Improvement Works
 104560-MMD-00-XX-DR-CE-1032-1 & 2 - Bentley Rd w/ Cable Haul Rd Jct & SPA (Sheets 1 & 2)
 104560-MMD-00-XX-DR-CE-1033 - New Bellmouth Access at Bentley Rd Jct for ALL Haul Road Diversion
 104560-MMD-00-XX-DR-CE-1034 - Bentley Rd to Ardleigh Rd ALL Haul Rd Diversion
 104560-MMD-00-XX-DR-CE-1059-1 & 2 - Proposed Cross-over points for Cycle Track
 Utility Report Digitised_OSGB36 (received in January 2023)
 VE-NF Draft_Combined_Cable_Corridor_Rev_6 (received 29/09/2023)
 VE-NF Draft_TCC_Locations_Rev_6 (received 29/09/2023)
 UK_FES_Work_Areas_py_OSGB36_v8_13_Extract (received 16/11/2023)
 UK_FES_Work_Areas_py_OSGB36_v8_13B_Extract (received 16/11/2023)

Rev	Date	Drawn	Description	Ch'k'd	App'd
P03	30/11/2023	SAP	RLB & cycle track updated	JW	AFC
P02	08/09/2023	SAP	Red Line Boundary updated	JW	AFC
P01	24/04/2023	SG	Concept design for comment	JW	MB

Status Stamp

PRELIMINARY

MOTT MACDONALD

Victory House
 Trafalgar Place
 Brighton, BN1 4FY
 United Kingdom

T +44 (0)1273 36500
 W www.mottmac.com

Client

NORTH FALLS
Offshore Wind Farm

FIVE ESTUARIES
OFFSHORE WIND FARM

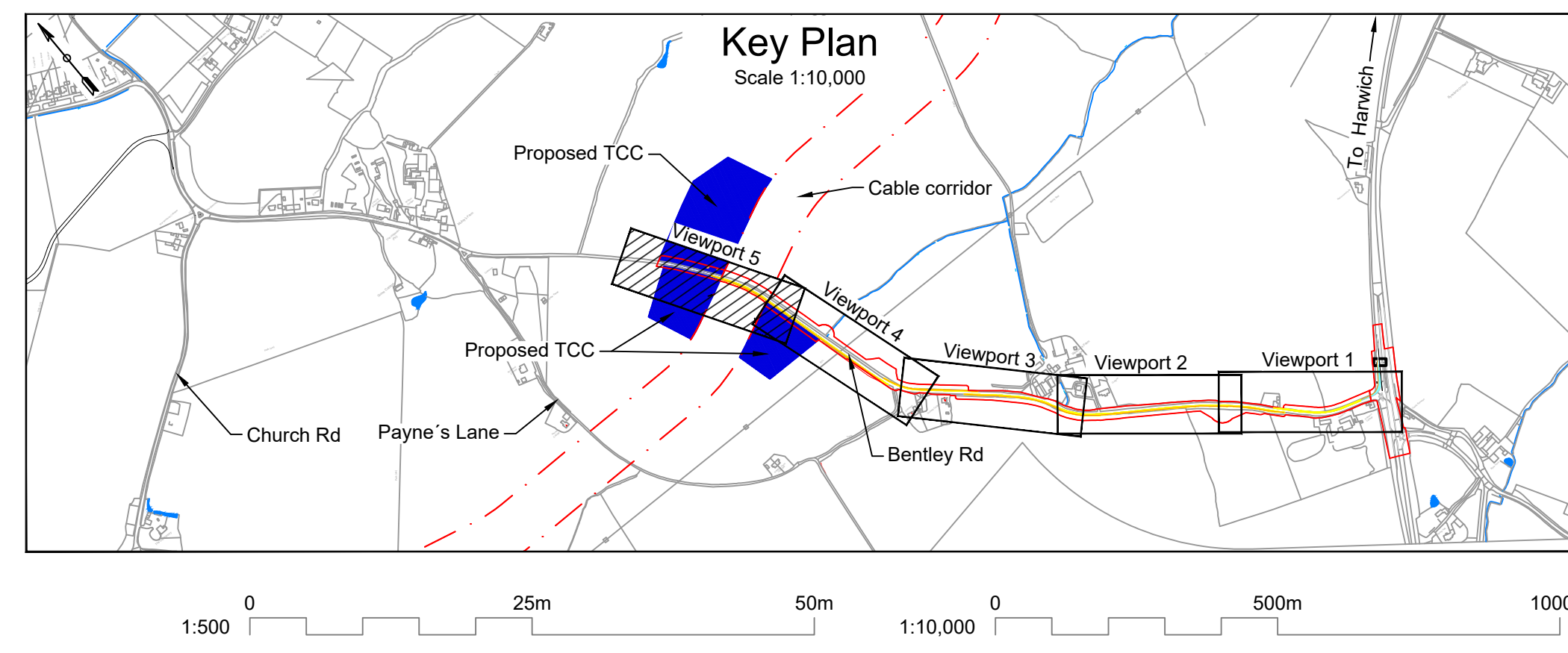
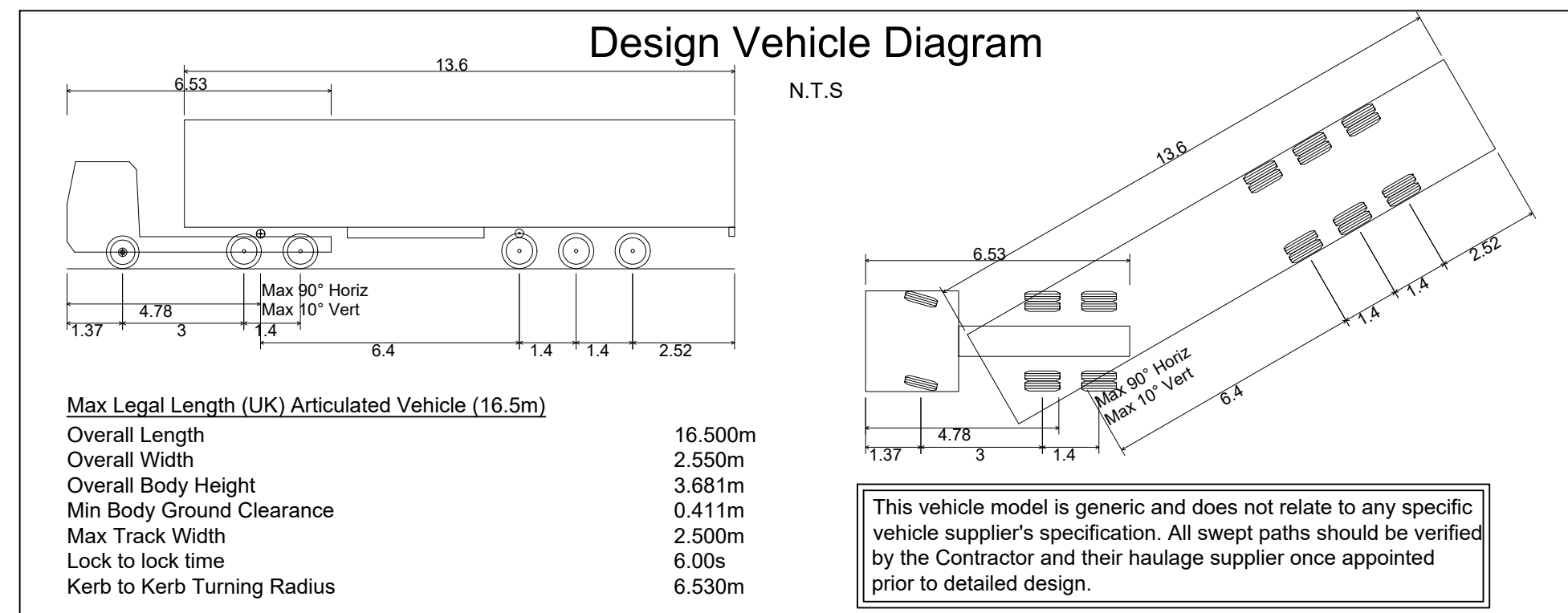
Title

Co-located Substation Early Design Bentley Rd Improvements Layout

Sheet 03 of 03

Designed	S. Goode	SG	Eng check	J. Weeks	JW
Drawn	S. Goode	SG	Coordination	J. Weeks	JW
Dwg check	S. Amado-Pedrosa	SAP	Approved	M. Barton	MB
MMD Project Number	104560-001	Scale at A1	1:500	Security	STD
Client Number	004786180-03	Suit. Code	S3	Revision	P03
Drawing Number	104560-MMD-00-XX-DR-CE-1031-3				

End of sheet set





Appendix Y Abnormal Indivisible Load Investigations

Volume 6, Part 6, Annex 8.1 Transport Assessment (Onshore)

Five Estuaries Offshore Wind Farm

Five Estuaries Wind Farm Ltd

SLR Project No.: 404.V05356.00010

19 March 2024





Making Sustainability Happen



F I V E 
ESTUARIES
OFFSHORE WIND FARM

PHONE
EMAIL
WEBSITE
ADDRESS

0333 880 5306
fiveestuaries@rwe.com
www.fiveestuaries.co.uk

COMPANY NO

Five Estuaries Offshore Wind Farm Ltd
Windmill Hill Business Park
Whitehill Way, Swindon, SN5 6PB
Registered in England and Wales
company number 12292474

